

**APPENDIX D**

**TRAFFIC IMPACT ANALYSIS**



## DRAFT REPORT

# 455 West Evelyn Avenue Development Traffic Impact Analysis

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**January, 2010**

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## 1.0 INTRODUCTION

Prometheus Real Estate Group, Inc. proposes to redevelop an area near downtown Mountain View, bounded by Evelyn Avenue, Bush Street and Villa Street, from its current hardware store and office use to an apartment complex. The proposed new development would be a four-level, 213-unit apartment complex with 125 one-bedroom and 88 two-bedroom units, including 313 vehicle and 235 bicycle parking spaces. The 313 vehicle parking spaces are divided into 301 standard stalls and 12 tandem spaces. The bicycle parking spaces are divided into 213 spaces in storage rooms (part of the garage) and 22 bike rack type spaces at street level. The proposal also includes providing a temporary driveway along its eastern edge that will become a new public street when the adjacent property develops, connecting Evelyn Avenue and Villa Street for direct access into the development.

### 1.1 Study Area

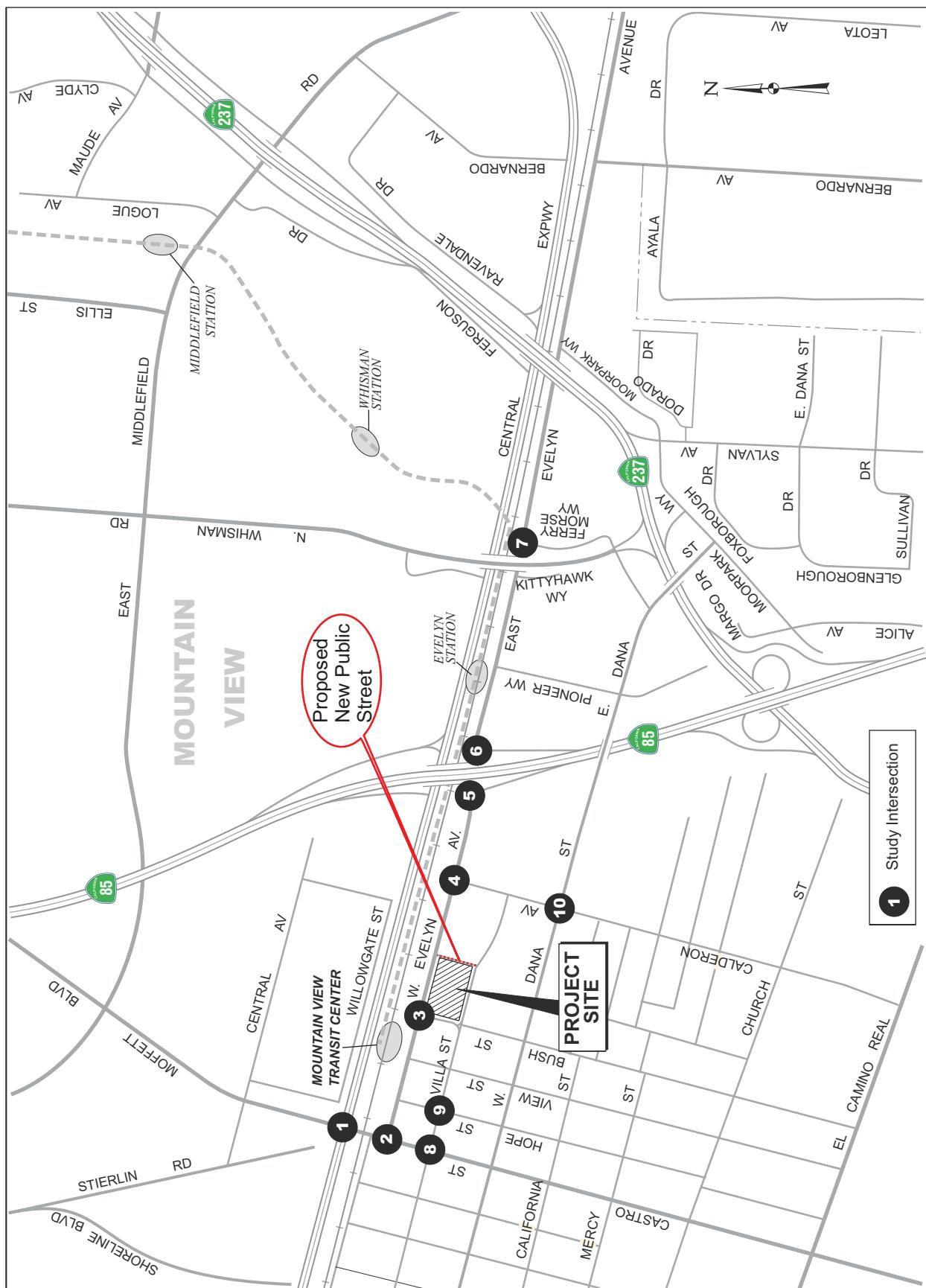
The study area for the project is defined by Evelyn Avenue to the north, Castro Street to the west, Dana Street to the south and SR-85 and SR-237 to the east. Figure 1-1 shows the proposed redevelopment location in relation to the surrounding roadway network.

The following intersections were studied for the purpose of analyzing the traffic impacts associated with this proposed redevelopment.

1. Central Expressway / Castro Street - Moffett Boulevard
2. Evelyn Avenue / Castro Street
3. Evelyn Avenue / Bush Street
4. Evelyn Avenue / Calderon Avenue
5. Evelyn Avenue / SR-85 SB On-Ramp
6. Evelyn Avenue / SR-85 NB Off-Ramp
7. Evelyn Avenue / Ferry Morse Way
8. Villa Street / Castro Street
9. Villa Street / Hope Street
10. Dana Street / Calderon Avenue

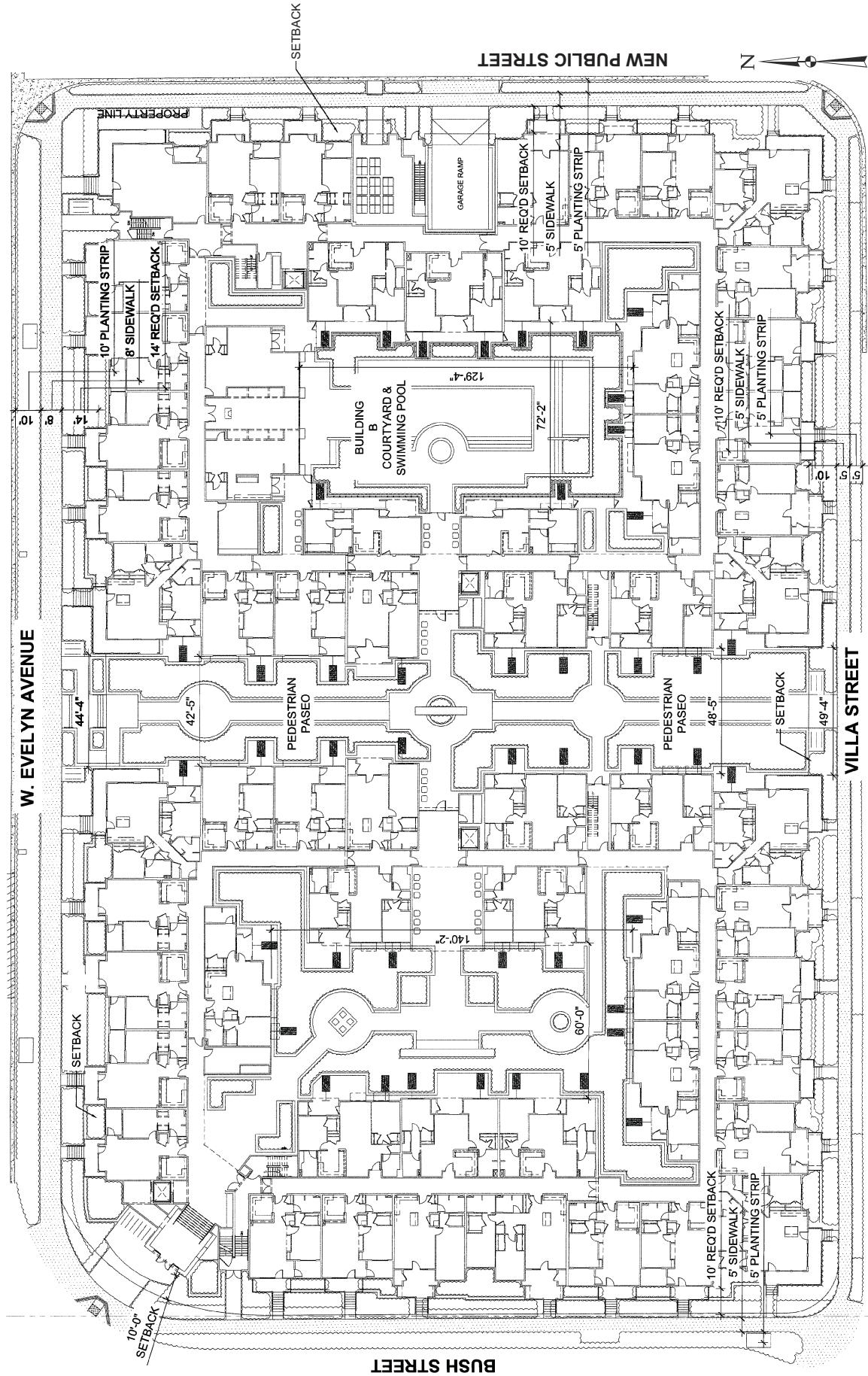
These intersections are also highlighted in Figure 1-1. All intersections are signalized except for the intersections of Evelyn Avenue / Castro Street and Villa Street / Hope Street which are stop-sign controlled. The intersection of Central Expressway / Castro Street - Moffett Boulevard is a Congestion Management Program (CMP) intersection.

Figure 1-2 presents the site layout of the proposed redevelopment. Parking will be underground and access to the development is from the new street. The new street will connect West Evelyn Avenue to the north and Villa Street to the south. A total of 313 car parking spaces and 235 bicycle parking spaces will be provided in a partially underground parking garage.



## **STUDY AREA AND STUDY INTERSECTIONS**

**Figure 1-1**



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SOURCE: PROMETHEUS REAL ESTATE GROUP

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## Figure 1-2 PROJECT SITE PLAN

## 1.2 Regulatory Considerations

The proposed redevelopment is located in the City of Mountain View. The City's General Plan provides policies applicable to the planning and implementation of developments impacting the transportation network within the City. In addition, the Santa Clara County Valley Transportation Authority, which is the Congestion Management Agency (CMA) for the County, also has policies and regulations that are relevant to the project.

### Santa Clara County Valley Transportation Authority (VTA)

The VTA is responsible for ensuring local government conformance with the Congestion Management Program (CMP), a program aimed at reducing regional traffic congestion. The CMP requires that each jurisdiction identify existing and future transportation facilities that will operate below an acceptable service level and provide mitigation where future growth degrades that service level. The VTA has review responsibility for proposed development projects that are expected to generate 100 or more additional peak-hour trips.

The VTA reviews the adequacy of CEQA analysis and proposals to mitigate impacts. The VTA maintains a countywide transportation model and has approval authority for the use of any local or subarea transportation models. Capital improvement programs for transportation projects across Santa Clara County are generally tracked by the VTA and the allocation of major funding programs are performed under the leadership of this agency.

### City of Mountain View General Plan

The 1992 General Plan and EIR includes policies and actions related to the maintenance and operation of the transportation system. The following policies and actions from the Circulation Chapter are relevant to the proposed project:

- Policy 3: Ensure that the future development and the transportation system are in balance.
- Policy 4: Use peak-hour Level of Service D as the design standard for new or reconstructed streets, intersections and traffic-control devices on arterials.
- Policy 5: Establish goals for intersection Levels of Service that reflect the special circumstances of the surrounding areas.
- Policy 7: Promote TDM programs in residential developments, retail centers and other activity centers.
- Policy 8: Require new development to incorporate design features that will strengthen TDM programs.
- Policy 11: Ensure smooth flow of vehicles, bicycles, and pedestrians at rail crossings.
- Policy 12: Work to actively discourage through traffic from using neighborhood collectors and local streets.
- Policy 17: Seek to improve access to rail transit in Mountain View.

- Policy 22: Provide and maintain a safe and comprehensive bicycle system that connects all parts of the city.
- Policy 23: Ensure that there is secure bicycle parking at centers of public and private activity.
- Policy 26: Provide a continuous system of sidewalks along streets.
- Policy 27: Ensure that pedestrian paths are included within major new developments and public facilities.
- Policy 28: Provide for safe walkways and pedestrian crossings of arterial streets, railroad tracks, creeks and other physical barriers.
- Policy 31: Reduce the negative effects caused by roadways and rail lines on visual quality, air quality and noise.

### 1.3 Analysis Scenarios

This traffic study was conducted following the guidelines of the City of Mountain View and the VTA.

Four AM/PM peak hour scenarios are presented in this report.

1. Existing Conditions (2009) – existing intersection condition based on traffic counts collected between 2007 (*RSTP<sup>1</sup> – Mountain View Signal Timing and Project Draft timing Recommendations Memorandum*, Kimley-Horn and Associates, Inc, 2007) and 2009.
2. Background (without Project) Conditions - Trips from approved but not completed projects will be added to #1 (Existing Conditions) above. This is defined as the Background Conditions.
3. Background with Project Conditions – Trips from this proposed redevelopment project will be added to #2 (Background Conditions) for comparison with the Background without Project Conditions to determine the effects of the proposed redevelopment.
4. Cumulative with Project Conditions – Background conditions after three years, with a two percent annual growth rate, is defined as Cumulative (without Project) Conditions. In addition, the expected traffic from two projects (100-200 West Evelyn office building and 209-405 West Evelyn residential development) in close proximity to this project site currently under review by the City have also been added to the Cumulative (without Project) Conditions. By adding the expected traffic from these projects to the two percent annual growth rate, this analysis will provide the most conservative traffic impact. Trips from this project will be added to the Cumulative (without Project) Conditions for comparison to determine any project impact.

1. Regional Signal Timing Program (RSTP) – a program to provide technical assistance to local jurisdictions for retiming traffic signals, including transit signal priority.

## 1.4 Intersection Analysis Methodology

The level of service (LOS) analysis procedure for signalized intersections, as approved by the Santa Clara County CMA, utilizes the 2000 Highway Capacity Manual (HCM 2000) average control delay level of service methodology. According to the VTA guidelines, TRAFFIX analysis software is used to calculate the average control delay at signalized intersections. The magnitude of average control delay determines the LOS of the intersection.

Levels of service at intersections range from A, free flow or excellent conditions with insignificant delays, to F, congested or over-saturated conditions with unacceptable delays. Table 1-1 shows the level of service thresholds for signalized intersections.

**Table 1-1 Level of Service Thresholds for Signalized Intersections**

Level of Service	Average Control Delay (seconds/vehicle)
A	delay ≤ 10.0
B+	10.0 < delay ≤ 12.0
B	12.0 < delay ≤ 18.0
B-	18.0 < delay ≤ 20.0
C+	20.0 < delay ≤ 23.0
C	23.0 < delay ≤ 32.0
C-	32.0 < delay ≤ 35.0
D+	35.0 < delay ≤ 39.0
D	39.0 < delay ≤ 51.0
D-	51.0 < delay ≤ 55.0
E+	55.0 < delay ≤ 60.0
E	60.0 < delay ≤ 75.0
E-	75.0 < delay ≤ 80.0
F	delay > 80.0

Source: Traffic Level of Service Analysis Guidelines, VTA, June 2003 and HCM 2000.

The level of service standard defined as acceptable by the City of Mountain View is LOS D or better for the City controlled intersections. The VTA defines acceptable operating level as LOS E or better for the Congestion Management Program (CMP) designated intersections.

There is no specific methodology for analyzing unsignalized intersections in the CMP. For this report, the 2000 Highway Capacity Manual (HCM) methodology for unsignalized intersection (supported by TRAFFIX software) was used for the unsignalized intersection LOS calculations.

Table 1-2 shows the thresholds for the different LOS conditions at unsignalized intersections.

**Table 1-2      Unsignalized Intersection Level of Service Definitions**

Level of Service	Description	Average Control Delay (seconds/vehicle)
A	Little or no delay	delay $\leq$ 10.0
B	Short traffic delays	10.0 < delay $\leq$ 15.0
C	Average traffic delays	15.0 < delay $\leq$ 25.0
D	Long traffic delays	25.0 < delay $\leq$ 35.0
E	Very long traffic delays	35.0 < delay $\leq$ 50.0
F	Extreme traffic delays with intersection capacity exceeded	delay > 50.0

Source: HCM 2000.

LOS rating for signalized intersection is based on the weighted average control delay expressed in seconds per vehicle for all approaches. Control delay includes initial deceleration delay, queue move-up time, stopped delay and final acceleration. At two-way or side-street stop-controlled intersections, LOS is calculated for each controlled movement, not for the intersection as a whole. For single lane approaches, the control delay is computed as the average of all movements in that lane. The threshold values for unsignalized intersections are different than the threshold for signalized intersections due to different driver expectations of level of performance. Higher delay for the same LOS is acceptable at a signalized intersection compared to an unsignalized intersection because a signalized intersection serves larger traffic volumes and drivers expect to be granted protected right-of-way through the intersection at some point.

#### **1.4 Intersection Level of Service Significance Criteria**

The City of Mountain View has established standards for significance in the evaluation of transportation impacts. The City has adopted Traffic Impact Analysis procedures for the analysis of transportation facilities. This analysis has been prepared in conformance with these requirements.

A traffic impact would be considered significant in this analysis when the project results will:

- Cause a local (City of Mountain View) intersection to deteriorate below Level of Service (LOS) D; or
- Cause a local intersection already operating at LOS E or F to deteriorate in the average control delay for the critical movements by four seconds or more and the critical volume/capacity ratio (V/C) value to increase by 0.01 or more; or
- Create an operational safety hazard; or
- Result in inadequate emergency access.

## 2.0 EXISTING CONDITIONS

The following chapters will discuss the current transportation conditions in the vicinity of the study area.

### 2.1 Major Roadways in Study Area

This section briefly describes the several strategic roadways in the study area that provide access to the City of Mountain View and the project site.

- US 101 – primarily an eight-lane facility classified as a freeway with a posted speed limit of 65 mph in the project vicinity. It extends west towards San Francisco and east towards San Jose. It has carpool lanes in both directions with hours of operation during 5am-9am and 3pm-7pm. It is under the jurisdiction of Caltrans with interchanges at Rengstorff Avenue, Shoreline Boulevard, SR 85, Moffett Boulevard and Ellis Street in the project vicinity.
- SR 85 – primarily a six-lane facility classified as a freeway with a posted speed limit of 65 mph in the project vicinity. It has carpool lanes in both directions with hours of operation during 5am-9am and 3pm-7pm. It begins at US101, east of Shoreline Boulevard and extends south towards San Jose. It is under the jurisdiction of Caltrans with interchanges at US 101, Moffett Boulevard, Central Expressway, El Camino Real and SR 237 in the project vicinity.
- SR 237 - primarily a four-lane facility classified as a freeway with a posted speed limit of 55 mph in the project vicinity. It begins at the intersection of El Camino Real and Grant Road, east of the proposed project and extends to Milpitas in the northeast. It is under the jurisdiction of Caltrans with interchanges at SR 85, Dana Street / Whisman Road / Moorpark Way (closest to project site), Middlefield Road and Maude Avenue in the project vicinity.
- Central Expressway - primarily a four-lane facility classified as an expressway with a posted speed limit of 45 mph in the project vicinity. It begins at the City border near San Antonio Road and extends east towards Santa Clara. It is under the jurisdiction of Santa Clara County.
- El Camino Real (SR 82) - an arterial that runs east-west from San Francisco to San Jose, parallel to US 101. It is primarily a six-lane roadway within the study area with a posted speed limit between 35-40 mph. Major intersections along El Camino Real in the project vicinity are signal controlled.
- Middlefield Road - primarily a four-lane divided residential arterial in the City of Mountain View runs east-west, parallel to and between US 101 and El Camino Real. Middlefield Road starts in Redwood City and ends at its intersection with Central Expressway, east of the project site. The major intersections along Middlefield Road are signalized.
- Evelyn Avenue – a two-lane undivided to four-lane divided arterial runs east-west, parallel to and between US 101 and El Camino Real. Adjacent to the proposed project site it is a four-lane undivided arterial and serves as its primary access. East of SR 85, Evelyn Avenue is classified as a residential arterial.

- Castro Street – Moffett Boulevard – Castro Street begins at its intersection with Miramonte Road, south of El Camino Real and changes to Moffett Boulevard at Central Expressway. Castro Street is the main street in Mountain View downtown with commercial developments on both sides of the roadway. In the project vicinity, Castro Street is a two-lane arterial that runs north-south with dedicated turning lanes at signalized intersections.
- Villa Street – is a two-lane undivided local access road that runs east-west, parallel to Evelyn Avenue. It is adjacent to the proposed project site and is a primary access to the development.
- Calderon Avenue - is a two-lane undivided local access road that runs north-south, parallel to Castro Street. It is adjacent to the proposed project site and provides access to El Camino Real.

## 2.2 Existing Traffic Operations

Traffic counts were conducted at the 10 study intersections during the AM (7:00-9:00) and PM (4:00-6:00) peak hours. Figure 2-1 and Figure 2-2 show the intersection geometry and existing traffic volumes respectively. These intersections were analyzed using the TRAFFIX software and the performance of each intersection is presented in Table 2-1. For intersection #1, Table 2-1 reports the CMP data included in the 2008 CMP Monitoring Report.

**Table 2-1 Existing Performance of Study Intersections**

	Intersection	LOS (AM/PM)	Average Delay (sec)	Critical V/C	Critical Delay (sec)
1	Central Expressway / Castro Street - Moffett Boulevard*	D	43.2	0.679	49.3
		D	48.9	0.719	54.9
2	Evelyn Avenue / Castro Street	B	12.6	0.386	12.6
		B	12.7	0.324	12.7
3	Evelyn Avenue / Bush Street	B	14.5	0.300	20.0
		B	17.7	0.409	22.3
4	Evelyn Avenue / Calderon Avenue	B	16.0	0.256	14.0
		B	16.3	0.274	15.9
5	Evelyn Avenue / SR-85 SB On-Ramp	A	5.5	0.172	11.1
		A	6.0	0.250	10.3
6	Evelyn Avenue / SR-85 NB Off-Ramp	B+	10.2	0.217	7.9
		A	10.0	0.181	6.5
7	Evelyn Avenue / Ferry Morse Way	B+	11.5	0.211	15.9
		B	14.4	0.377	16.3

	Intersection	LOS (AM/PM)	Average Delay (sec)	Critical V/C	Critical Delay (sec)
8	Villa Street / Castro Street	B	17.2	0.449	19.7
		B-	19.0	0.581	22.5
9	Villa Street / Hope Street	B	10.7	0.416	10.7
		B	13.0	0.536	13.0
10	Dana Street / Calderon Avenue	B+	10.8	0.374	11.0
		B+	11.1	0.460	11.0

\*CMP intersection – use 2008 CMP Monitoring Report

LOS and delay reported for worst approach for unsignalized intersections

Source: AECOM, 2009 and Kimley-Horn & Associates, Inc, 2007

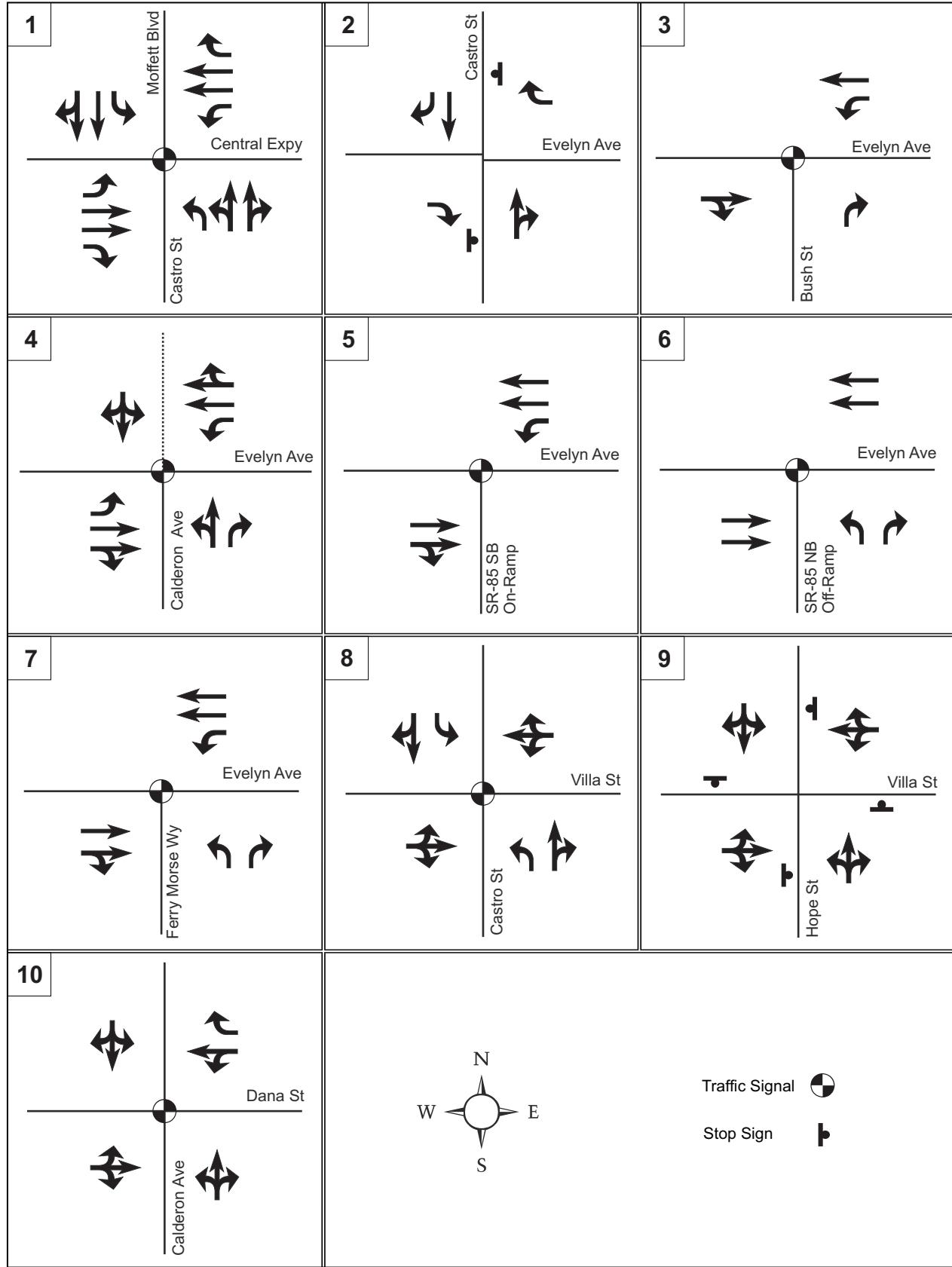
The results indicate that the current performance of all study intersections is within acceptable levels set out by the City of Mountain View and the CMA guidelines. All intersections operate at LOS D or better. Appendix A presents the TRAFFIX output of the analysis using data collected for this project.

### 2.3 Existing Transit Conditions

The proposed redevelopment project is located about 300 yards from the City of Mountain View Transit Center. This area is served by VTA buses and light rail trains as well as the Caltrain services. While the VTA transit services provide for the local transportation needs of the City, Caltrain provides regional transit services between San Francisco and Gilroy. Figure 2-3 presents the details of the transit facilities in the study area.

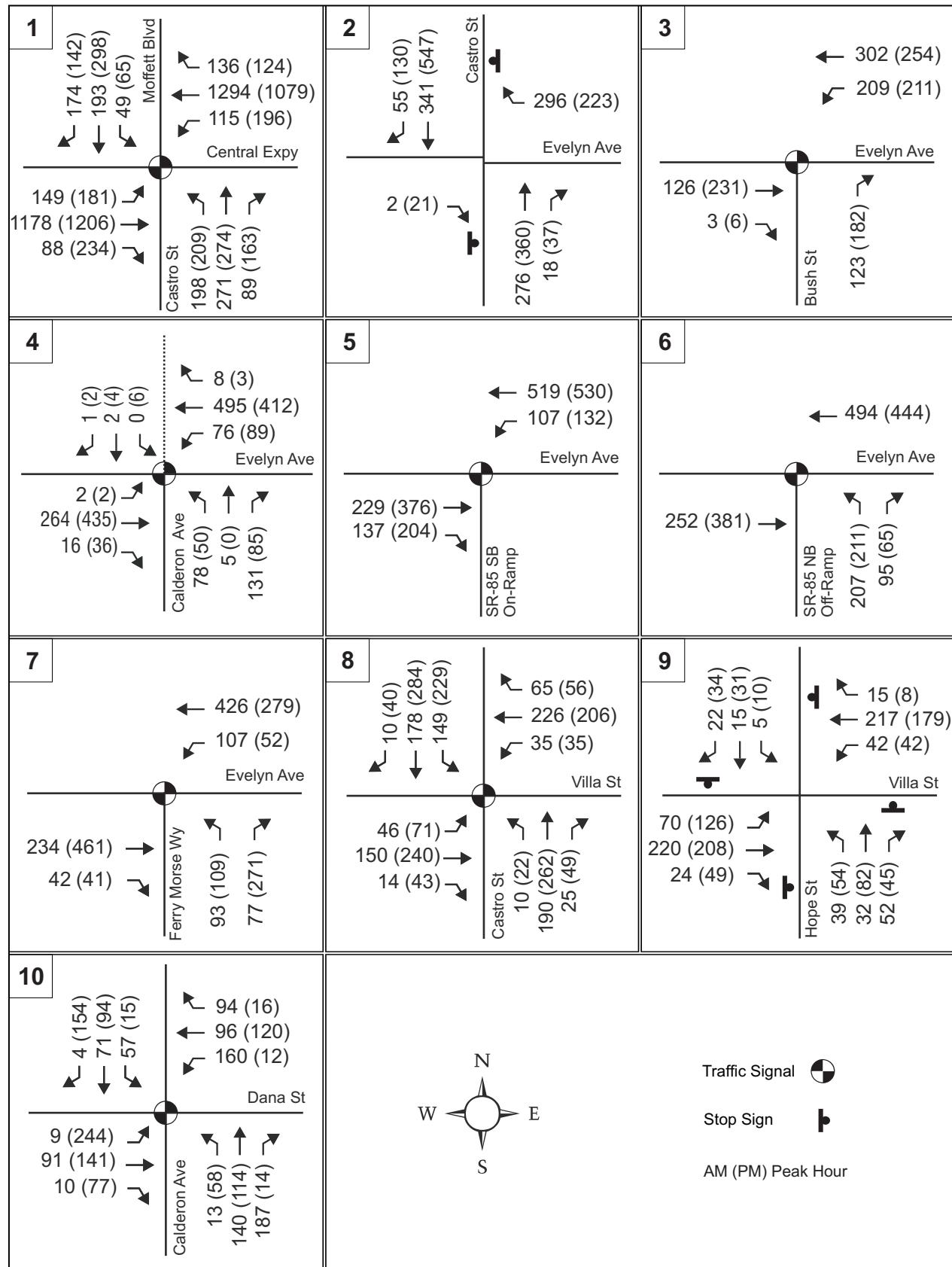
There are four VTA bus routes at Mountain View Transit Center that also serves as the terminus for the Mountain View – Winchester Light Rail Line. Table 2-2 presents the bus and LRT details. There are 43 northbound and 43 southbound Caltrain services on a weekday. Northbound service begins at 4:49am and the last train is at 10:49pm. For the southbound direction, the first train at this station is at 6:03am while the last train is at 1:09am. There are 16 weekend trains for each direction. The first northbound train is at 7:19am and the last train is at 10:49pm. The southbound service starts at 9:29am and ends at 1:15am.

In addition, Routes 51 and 52 connect with Route 22 and Route 522 that run the entire length of El Camino Real in Santa Clara County.



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**Figure 2-1**  
**EXISTING INTERSECTION LANE GEOMETRY**



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**Figure 2-2**  
**EXISTING TRAFFIC VOLUMES**

**Table 2-2 VTA Service Details**

Line	Description	Weekday Service				Weekend Hours of Operation	
		Hours of Operation	Headways				
			Peak (5am – 9am 3pm – 6pm)	Midday (9am – 3pm)	Night (After 7pm)		
<b>Local Routes</b>							
34	San Antonio Shopping Center – Downtown Mountain View Transit Center	9:30am – 3:00 pm	-	60	-	-	
35	Stanford Shopping Center – Downtown Mountain View Transit Center	6:00 am – 10:30 pm	30	30	30-60	7:30 am – 8:30 pm	
51	De Anza College to - Moffett Field/Ames Center	6:00 am – 6:30 pm	30-60	60	-	-	
52	Downtown Mountain View Transit Center – Foothill College	7:00 – 5 :00 pm	30-60	30	-	-	
LRT	Mountain View – Winchester	5:00 am – 12:30 am	15	30	15-60	5:00 am – 12:30 am	

Source: VTA website, VTA Bus and Rail Map, January 2008

## 2.4 Existing Pedestrian and Bicycle Facilities

The project site is approximately a quarter mile east of Castro Street, the main street of downtown Mountain View and about 300 yards from the Mountain View Transit Center. As such, pedestrian activities are prevalent in the study area. In the vicinity of the project site, sidewalks are provided on both sides of Evelyn Avenue, Villa Street, Calderon Avenue and Bush Street. Other streets in the study area have sidewalks along both sides of the street except for Evelyn Avenue east of Calderon Avenue which has a sidewalk only along the south side of the street. Pedestrians can get around the area conveniently and safely. In addition, all signalized intersections in the study area have pedestrian crosswalks and pedestrian signals although some do not have crosswalks on all approaches. The intersection of Evelyn Avenue and Calderon Avenue provides pedestrian crosswalks for the south and west approaches but not the east approach. The two unsignalized study intersections have marked crossings for pedestrians as well.

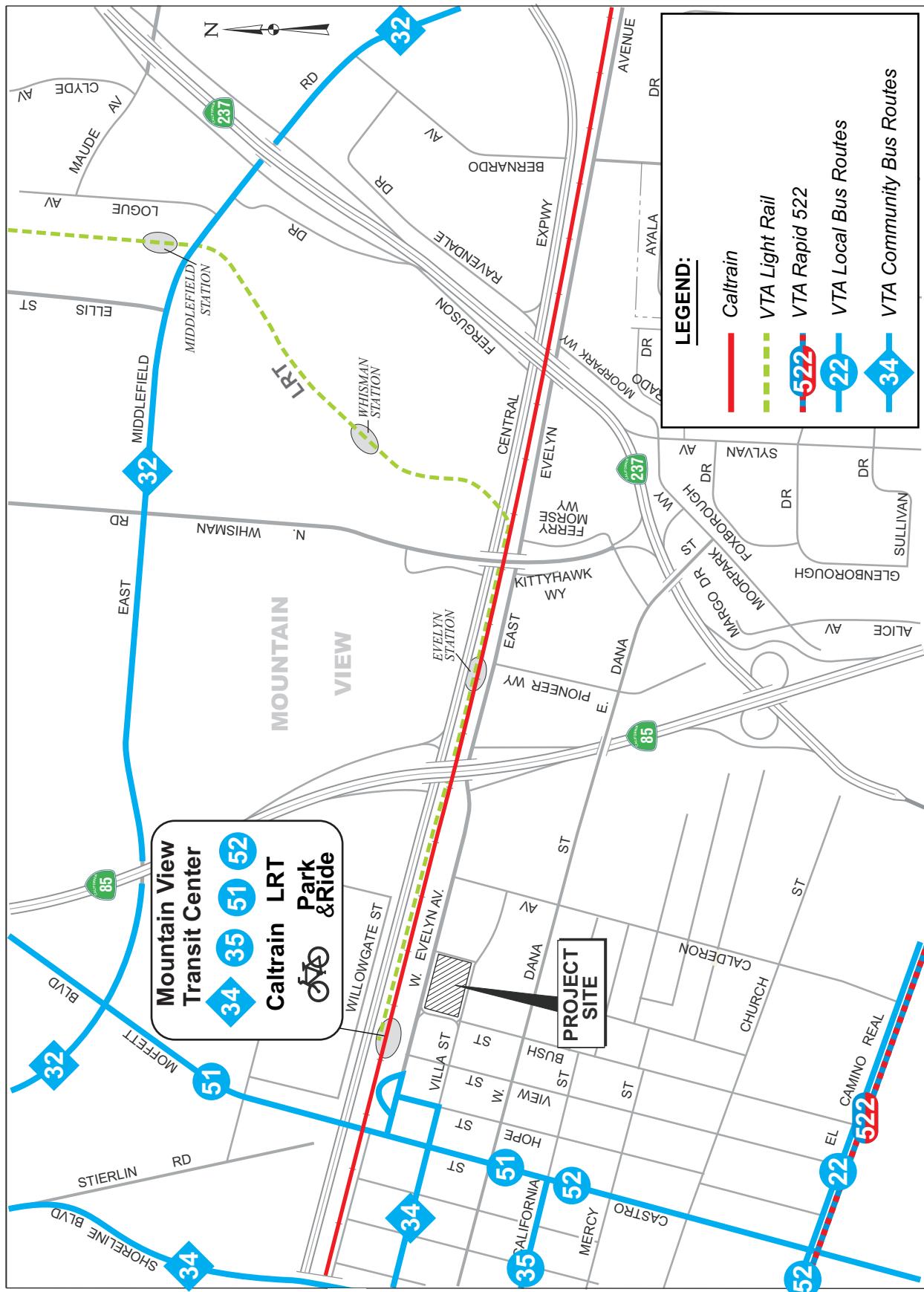
The project site is located near the Mountain View Stevens Creek Trail. This is a very popular recreational facility for residents of the City. As such, cyclists are a common sight in the vicinity. The existing system consists of three classifications of bicycle facilities:

- Class I (bike path) provides an exclusive right-of-way for bicyclists and pedestrians, with cross flows of motorists minimized.
- Class II (bike lane) provides a restricted right-of-way designated for the exclusive or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians

prohibited, but with vehicle parking and cross flows by pedestrians and motorists permitted.

- Class III (bike route) provides a right-of-way designated by signs or permanent markings that is shared by pedestrians and motorists.

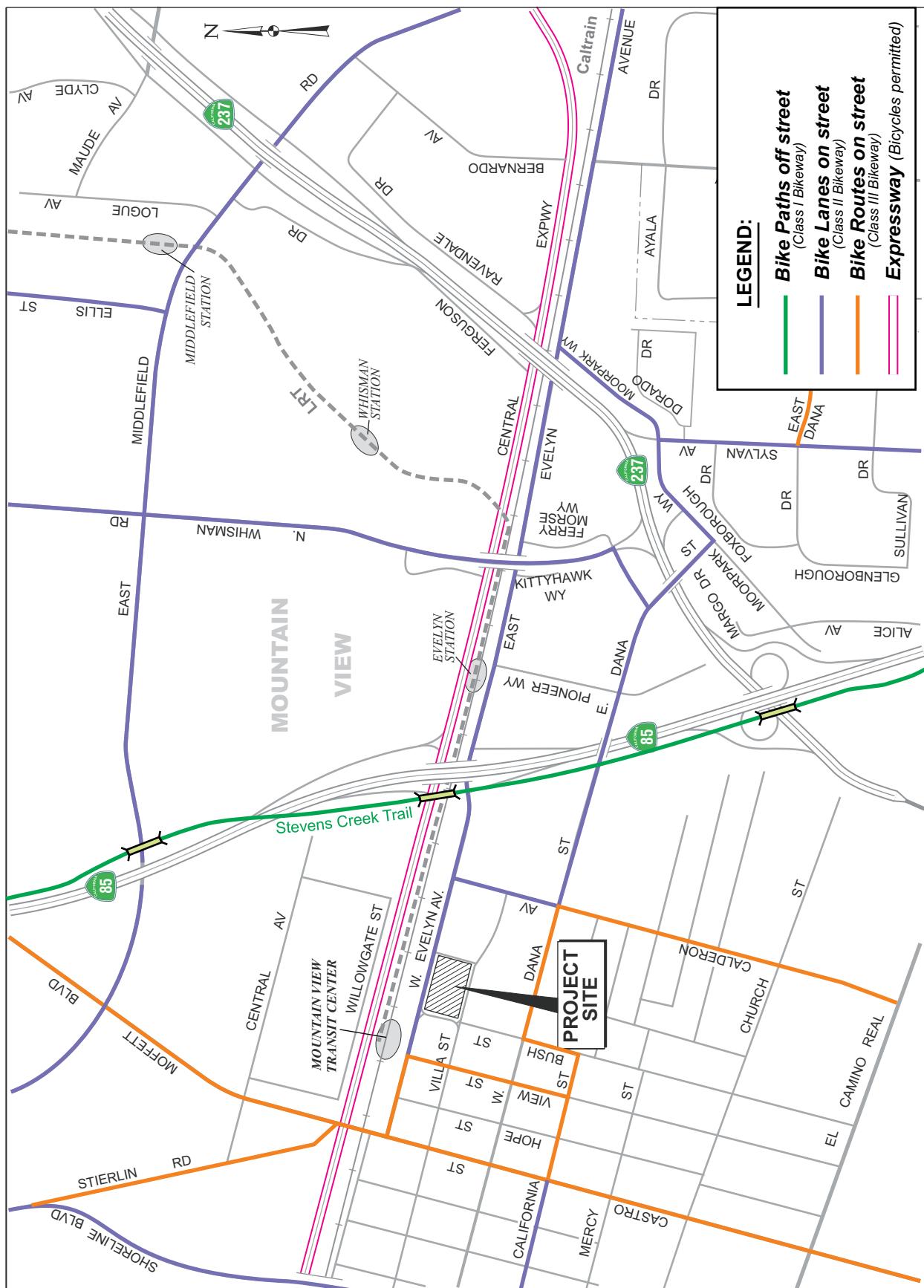
Bicycles are allowed on all streets in the City of Mountain except for freeways. Around the project site, Class II bike facilities are provided along Evelyn Avenue between Castro Street and Bernardo Avenue in the City of Sunnyvale. Class II bike facilities are also provided along portions of Calderon Avenue and Dana Street. Stevens Creek Trail, a Class I bike facility, runs along Stevens Creek parallel to SR 85 from El Camino Real to Shoreline Park. Figure 2-4 shows the existing bicycle facilities in the study area. Furthermore, secure bicycle storage is provided in the Transit Center (Centennial Plaza) and throughout the downtown. Bike racks can be found on each block along Castro Street and bike lockers have been provided in many of the public parking areas. Lockers can be rented from the City and the use of bike racks is on a first-come, first-served basis.



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SOURCE: VTA Transit Map

**Figure 2-3**  
**EXISTING TRANSIT FACILITIES**



Existing Bike Facilities.cdr

**Figure 2-4**  
**EXISTING BICYCLE FACILITIES**

## 3.0 FUTURE CONDITIONS

This chapter looks at the transportation conditions of the study area in the future. Trips generated by the proposed project are added to the ‘no project’ scenarios for comparison to determine the impacts of this project. Any mitigation measures necessary to alleviate potential impact will also be discussed.

### 3.1 Background Conditions

In the vicinity of the project, there is another development (at 505 East Evelyn Avenue) previously approved by the City that is currently under construction. Trips generated by this 151-unit townhouse development were accounted for at the affected study intersections. Adding trips from this approved project to the existing counts gives the Background Conditions. Figure 3-1 presents the traffic volumes at each study intersection under the Background Conditions and the corresponding levels of service are tabulated in Table 3-1.

The results indicate that the performance of all study intersections under the Background Conditions is within acceptable levels set out by the City of Mountain View and the CMA guidelines. All intersections operate at LOS D or better.

**Table 3-1      Background Conditions LOS of Study Intersections**

	Intersection	LOS (AM/PM)	Average Delay (sec)	Critical V/C	Critical Delay (sec)
1	Central Expressway/ Castro Street - Moffett Boulevard*	D	43.2	0.679	49.3
		D	48.9	0.719	54.9
2	Evelyn Avenue / Castro Street	B	12.6	0.386	12.6
		B	12.7	0.324	12.7
3	Evelyn Avenue / Bush Street	B	14.5	0.300	20.0
		B	17.7	0.409	22.3
4	Evelyn Avenue / Calderon Avenue	B	16.0	0.256	14.0
		B	16.3	0.274	15.9
5	Evelyn Avenue / SR- 85 SB On-Ramp	A	6.0	0.183	12.0
		A	6.3	0.255	10.7
6	Evelyn Avenue / SR- 85 NB Off-Ramp	A	9.9	0.219	8.0
		B+	10.0	0.197	7.4
7	Evelyn Avenue / Ferry Morse Way	B+	11.4	0.223	16.1
		B	14.7	0.393	16.6
8	Villa Street / Castro Street	B	17.2	0.449	19.7
		B	19.0	0.581	22.5

	Intersection	LOS (AM/PM)	Average Delay (sec)	Critical V/C	Critical Delay (sec)
9	Villa Street / Hope Street	B	10.7	0.416	10.7
		B	13.0	0.536	13.0
10	Dana Street / Calderon Avenue	B+	10.8	0.374	11.0
		B+	11.1	0.460	11.0

\*CMP intersection

LOS and delay reported for worst approach for unsignalized intersections

Source: AECOM, 2009

### 3.2 Trip Generation / Distribution

This chapter looks at the number of trips generated by this proposed project and the existing land uses on the site. Average trip generation rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (ITE 8<sup>th</sup> Edition, 2008) were used for determining the number of trips for both the current and future land use. The rates are shown in Tables 3-2a/b. For the 213 future residential units proposed under the project, average trip rates for Land Use 220 – Apartment were used to determine AM and PM peak hour project trips on the adjacent streets.

**Table 3-2a Trip Generations Rates Used for Existing Land Use**

Proposed Land Use (ITE Code)	DU	Rate / DU						
		Daily		AM			PM	
		Total	Total	In	Out	Total	In	Out
Apartment (220)	213	6.65	0.51	0.10	0.41	0.62	0.40	0.22

Source: *Trip Generation Manual* (ITE 8<sup>th</sup> Edition, 2008)

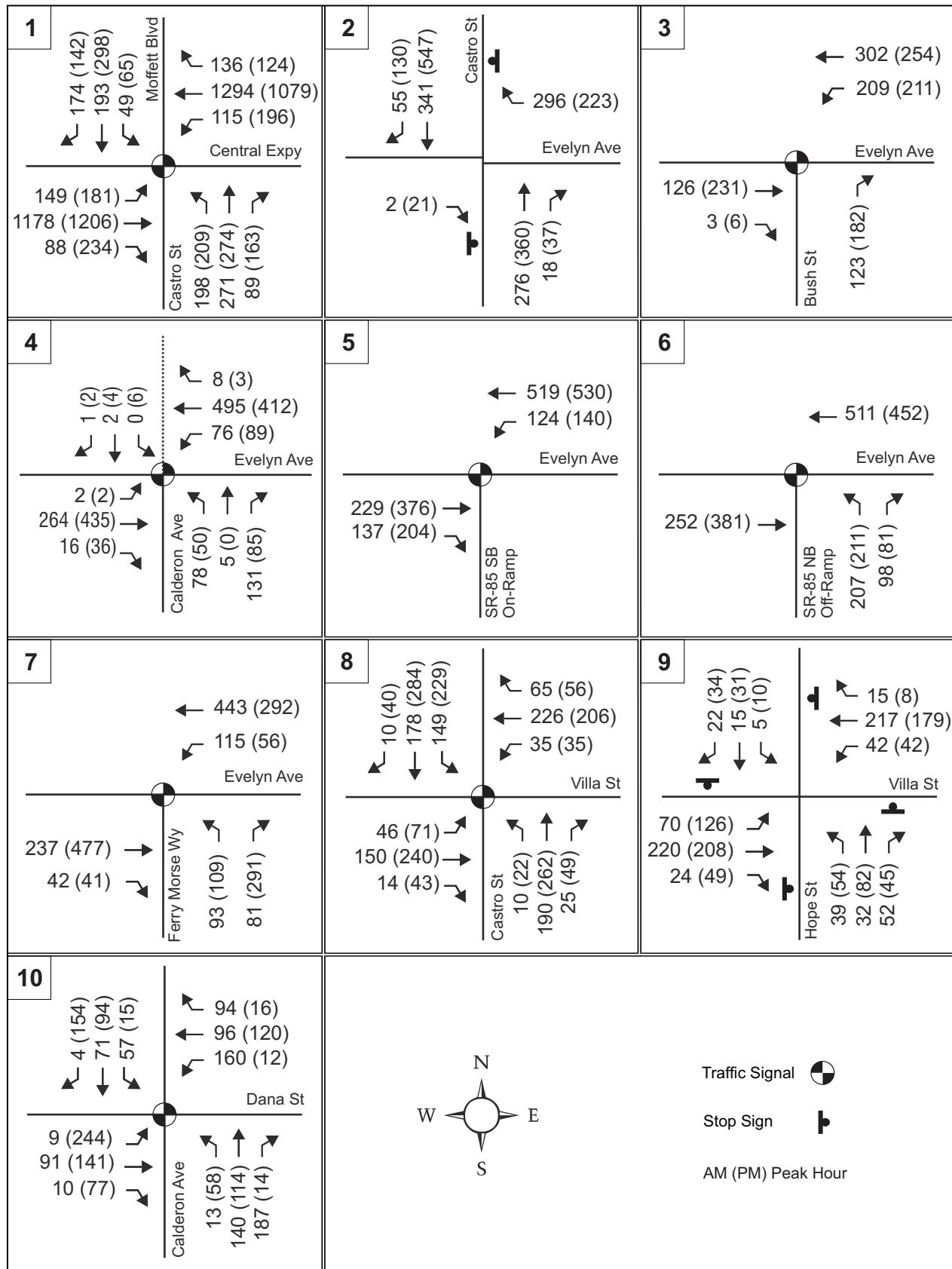
D.U. = Dwelling Units

**Table 3-2b Trip Generations Rates Used for Proposed Land Use**

Existing Land Use (ITE Code)	Units	Daily		AM			PM		
		Average Rate							
		Total	Total	In	Out	Total	In	Out	
Building Material & Lumber Store (812)	33273 sf	45.16 /1000 sf	2.60 /1000 sf	0.67	0.33	4.49 /1000 sf	0.47	0.53	
Office (710)	20000 sf	11.01 /1000 sf	1.55 /1000 sf	0.88	0.12	1.49 /1000 sf	0.17	0.83	

Source: *Trip Generation Manual* (ITE 8<sup>th</sup> Edition, 2008)

Notes: sf = square feet



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**Figure 3-1**  
**BACKGROUND TRAFFIC VOLUMES**

The number of trips from the existing uses and those expected to be generated by the redevelopment project are presented in Tables 3-3a/b below. A TOD reduction of three percent for employment based development within 2000 feet of a transit facility was applied to the existing ‘Office’. The TOD reduction is applied only to the ‘Office’ and not the ‘Building Material & Lumber Store’ because most patrons to the store would drive as they need the vehicle to ferry the materials they bought. Employees of an ‘Office’ would be more likely to take public transit.

As the project location is near the Mountain View Transit Center, a nine percent Transit Oriented Development (TOD) reduction for residential, in accordance with CMP guidelines, is applied to the future trips generated.

**Table 3-3a Trip Generations for Existing Land Use**

Existing Land Use (ITE Code)	Units	Daily	AM			PM		
			Total Trips	In	Out	Total Trips	In	Out
Building Material & Lumber Store (812)	33273 sf	1503	86	58	28	149	70	79
Office (710)	20000 sf	220	31	27	4	30	5	25
Office (710) – With 3% TOD reduction	20000 sf	214	30	26	4	29	5	24
<b>TOTAL</b>		<b>1717</b>	<b>116</b>	<b>84</b>	<b>32</b>	<b>178</b>	<b>75</b>	<b>103</b>

Source: *Trip Generation Manual* (ITE 8<sup>th</sup> Edition, 2008)

**Table 3-3b Trip Generations for Proposed Land Use**

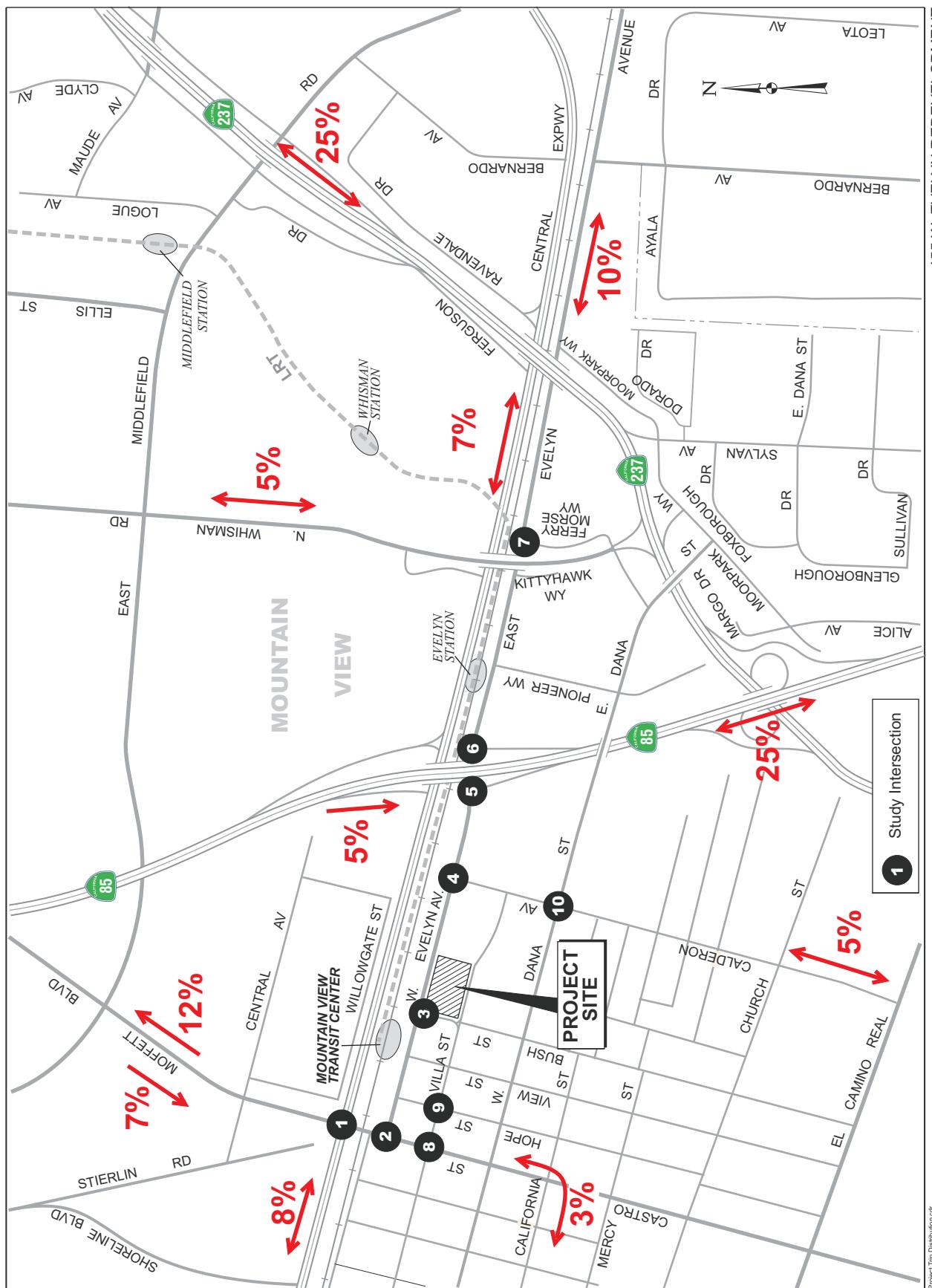
Future Land Use (ITE Code)	DU	Daily	AM			PM		
		Rate / DU						
		Total	Total	In	Out	Total	In	Out
Apartments (220)	213	6.65	0.51	0.10	0.41	0.62	0.40	0.22
		1,416	109	22	87	132	85	46
		1,289	99	20	79	120	78	42

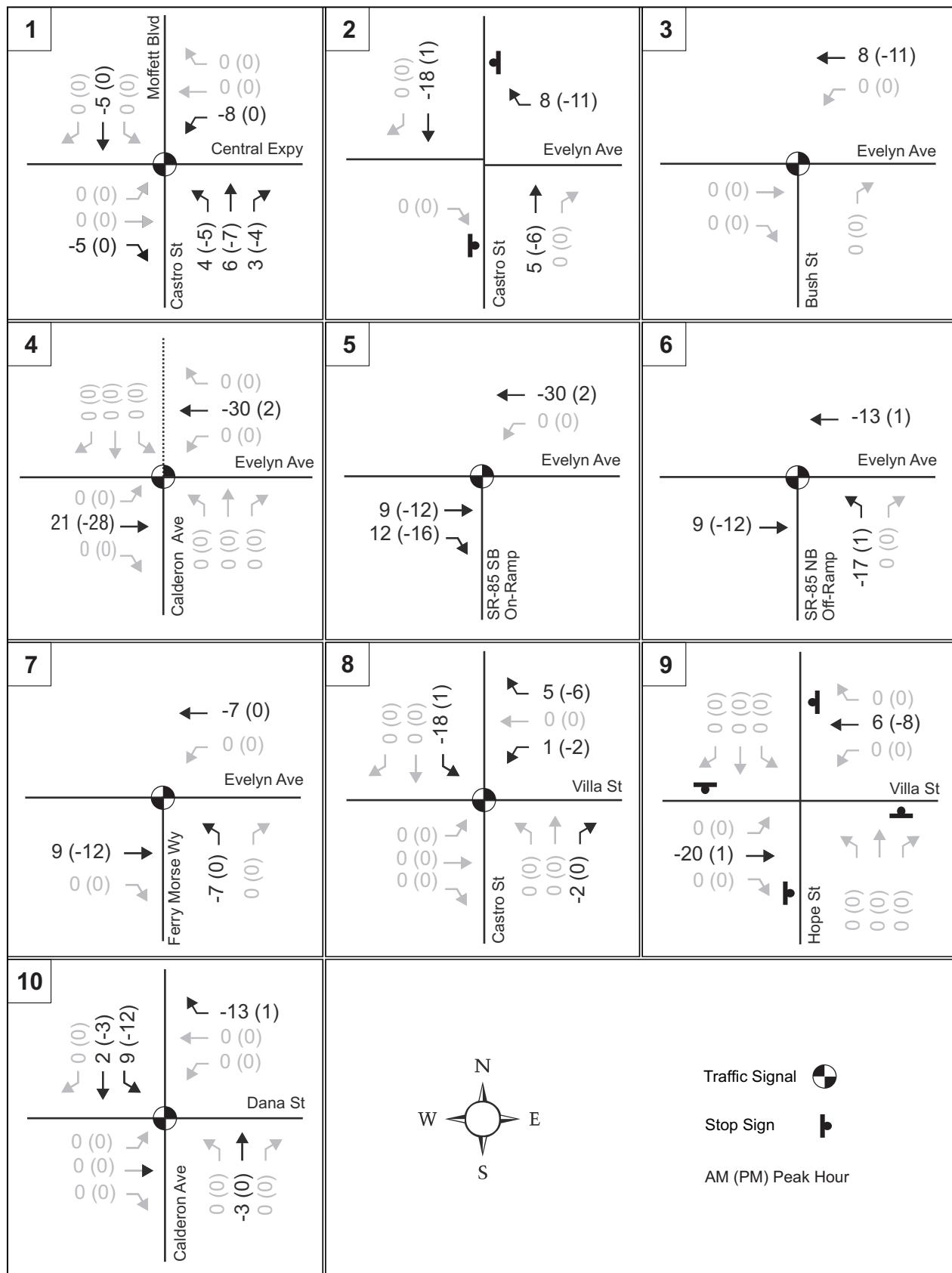
Source: AECOM, 2009

The net number of trips generated by the project is calculated by subtracting the existing land use trips from the proposed land use trips. The net trips for the project are presented in Table 3-4. These trips are distributed and assigned to the study intersections based on the percentages shown in Figure 3-2. The resulting project only volumes at each of the study intersections are presented in Figure 3-3.

## PROJECT TRIP DISTRIBUTION

Figure 3-2





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**Figure 3-3**

**Table 3-4 Net Trips Generated by Project**

	Daily	AM			PM		
		Total Trips	In	Out	Total Trips	In	Out
Land Use 220 - Apartment	1,289	99	20	79	120	78	42
Existing Land Use	1,717	116	84	32	178	75	103
Net Trips Generated	-428	-17	-64	47	-58	3	-61

Source: AECOM, 2009

### 3.3 With Project Traffic Conditions

Project impact is determined by comparing the LOS of the ‘with project’ scenario with the ‘without project’ scenario. Under the Background Conditions, the total ‘with project’ traffic volumes at all study intersections are presented in Figure 3-4. These volumes are analyzed and the results compared with the ‘without project’ LOS, presented earlier. The comparison is shown in Table 3-5.

**Table 3-5 LOS and Delay Comparison – Background Conditions**

Intersection		Background Without Project			Background With Project		
		LOS (AM/ PM)	Avg Del (sec)	Crit V/C	LOS (AM/ PM)	Avg Del (sec)	Crit V/C
1.	Central Expressway / Castro Street - Moffett Boulevard*	D	43.2	0.679	D	43.2	0.680
		D	48.9	0.719	D	48.7	0.716
2.	Evelyn Avenue / Castro Street	B	12.6	0.386	B	12.8	0.399
		B	12.7	0.324	B	12.4	0.305
3.	Evelyn Avenue / Bush Street	B	14.5	0.300	B	14.4	0.300
		B	17.7	0.409	B	17.8	0.409
4.	Evelyn Avenue / Calderon Avenue	B	16.0	0.256	B	16.4	0.243
		B	16.3	0.274	B	16.7	0.262
5.	Evelyn Avenue / SR-85 SB On-Ramp	A	6.0	0.183	A	6.2	0.191
		A	6.3	0.255	A	6.3	0.244
6.	Evelyn Avenue / SR-85 NB Off-Ramp	A	9.9	0.219	A	9.8	0.217
		B+	10.0 <sup>1</sup>	0.197	A	9.9	0.195
7.	Evelyn Avenue / Ferry Morse Way	B+	11.4	0.223	B+	11.3	0.226
		B	14.7	0.393	B	14.7	0.391
8	Villa Street / Castro Street	B	17.2	0.449	B	16.8	0.439
		B	19.0	0.581	B	19.0	0.581

Intersection		Background Without Project			Background With Project		
		LOS (AM/ PM)	Avg Del (sec)	Crit V/C	LOS (AM/ PM)	Avg Del (sec)	Crit V/C
9	Villa Street / Hope Street	B	10.7	0.416	B	10.4	0.390
		B	13.0	0.536	B	13.0	0.535
10	Dana Street / Calderon Avenue	B+	10.8	0.374	B+	10.7	0.372
		B+	11.1	0.460	B+	11.0	0.457

\*CMP intersection

LOS and delay reported for worst approach for unsignalized intersections

Note 1: Due to rounding off error, the actual delay is higher than 10.0

Source: AECOM, 2009

As seen from Table 3-5, all study intersections are expected to perform at LOS D or better with this project. While the proposed project is expected to generate less net trips than the existing land uses, it will generate higher outbound trips (+47) in the AM peak hour and slightly higher inbound trips (+3) in the PM peak hour than the existing land uses. As such, some intersections are expected to experience a slight increase in average delay. This increase, however, is insignificant and no adverse project impact is expected. As such, no mitigation measure is necessary.

It is noted that the project will provide a new public street adjacent to the project site, connecting Evelyn Avenue with Villa Street. This proposed roadway is a two-lane undivided roadway and provides access directly to the garage entrance of the proposed development. All turning movements are allowed at the garage access. As presented in Table 3-6, analysis result shows that the unsignalized intersections of the new street with Evelyn Avenue and Villa Street would perform at LOS C or better during both the AM and PM peak hours, which is acceptable under the City's significance criteria. Based on the expected number of trips generated by this project, the proposed new road is adequate in meeting the project's need.

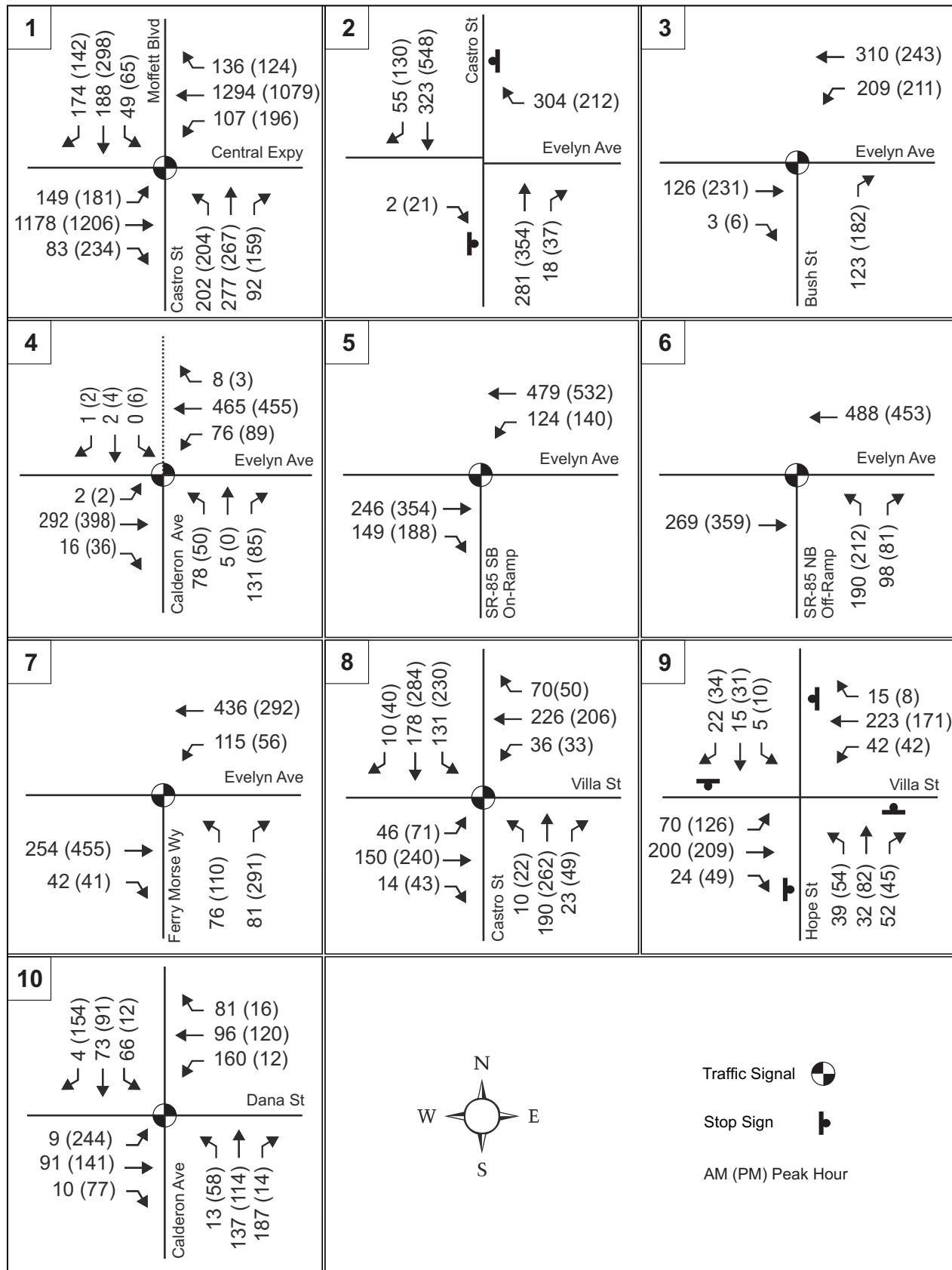
TRAFFIX printout, showing the intersection volumes and details of the analysis, is presented in Appendix B. Detailed discussion of the access management will be presented in the later chapter.

**Table 3-6      LOS and Delay for New Street – Background With Project Conditions**

	Intersection	LOS (AM/PM)	Average Delay (sec)	Critical V/C
1	New Street / Villa Street	B	12.0	0.159
		B	12.6	0.152
2	New Street / Evelyn Avenue	B	14.1	0.167
		C	15.4	0.153

LOS and delay reported for worst approach for unsignalized intersections

Source: AECOM August 2009



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**Figure 3-4**  
**BACKGROUND PLUS PROJECT TRAFFIC VOLUMES**

### 3.4 Cumulative Conditions

In accordance with CMA guidelines, it is assumed that background traffic volumes would grow by two percent per year until the project is completed, which is estimated to be three years. In addition, net trips from the proposed housing development adjacent to this project are being taken into consideration for the cumulative condition analysis. The proposed 67-unit housing development (209-405 W. Evelyn Avenue) adjacent to this project is only considered in the cumulative condition as it is still under review by the City. Net project trips from an office expansion project (100-200 W. Evelyn Avenue) currently under review by the City have also been included in the cumulative conditions calculation. Including these two potentially to be approved projects in the cumulative conditions is a more conservative approach to ensure that the ‘worse case’ scenario will be analyzed. Figure 3-5 and Figure 3-6 presents the future traffic volumes without and with this project respectively under the Cumulative Conditions in three years’ time.

The comparison of LOS for the ‘with’ and ‘without’ project scenarios is presented in Table 3-7. As seen from Table 3-7, all study intersections are expected to operate at LOS D or better with project under the cumulative conditions. As explained earlier, some intersections would experience slightly higher delay due to the higher outbound trips in the AM peak hour and higher inbound trips during the PM peak hour. However, the increase is insignificant and no adverse impact at these intersections is expected. As such, no mitigation measure is necessary.

The unsignalized intersections of the proposed new street with Evelyn Avenue and Villa Street are also expected to operate at the acceptable level of LOS C or better during both the AM and PM peak hours. Table 3-8 presents the analysis result summary. TRAFFIX printouts that include the intersection volumes and other detailed results for the cumulative analysis, are presented in Appendix C.

**Table 3-7 LOS and Delay Comparison – Cumulative Conditions**

Intersection		Cumulative Without Project			Cumulative With Project		
		LOS (AM/ PM)	Avg Del (sec)	Crit V/C	LOS (AM/ PM)	Avg Del (sec)	Crit V/C
1.	Central Expressway / Castro Street - Moffett Boulevard*	D	44.4	0.722	D	44.5	0.723
		D	50.9	0.769	D	50.6	0.766
2.	Evelyn Avenue / Castro Street	B	13.4	0.429	B	13.6	0.442
		B	13.5	0.372	B	13.2	0.354
3.	Evelyn Avenue / Bush Street	B	16.0	0.350	B	16.0	0.35
		B-	18.2	0.425	B-	18.4	0.452
4.	Evelyn Avenue / Calderon Avenue	B	16.6	0.288	B-	16.9	0.275
		B	17.0	0.281	B	17.3	0.269

Intersection		Cumulative Without Project			Cumulative With Project		
		LOS (AM/ PM)	Avg Del (sec)	Crit V/C	LOS (AM/ PM)	Avg Del (sec)	Crit V/C
5.	Evelyn Avenue / SR-85 SB On-Ramp	A	6.1	0.198	A	6.3	0.207
		A	6.3	0.268	A	6.3	0.257
6.	Evelyn Avenue / SR-85 NB Off-Ramp	B+	10.4	0.235	B+	10.0	0.228
		B+	10.3	0.210	B+	10.4	0.210
7.	Evelyn Avenue / Ferry Morse Way	B+	11.5	0.237	B+	11.3	0.242
		B	14.9	0.418	B	14.9	0.411
8	Villa Street / Castro Street	B	17.6	0.490	B	17.2	0.481
		B-	12.7	0.607	B-	19.9	0.629
9	Villa Street / Hope Street	B	11.8	0.458	B	11.4	0.459
		B	14.9	0.607	B	14.9	0.606
10	Dana Street / Calderon Avenue	B+	10.9	0.403	B+	10.8	0.401
		B+	11.3	0.492	B+	11.3	0.488

\*CMP intersection

LOS and delay reported for worst approach for unsignalized intersections

Source: AECOM, 2009

**Table 3-8 LOS and Delay for New Street – Cumulative With Project Conditions**

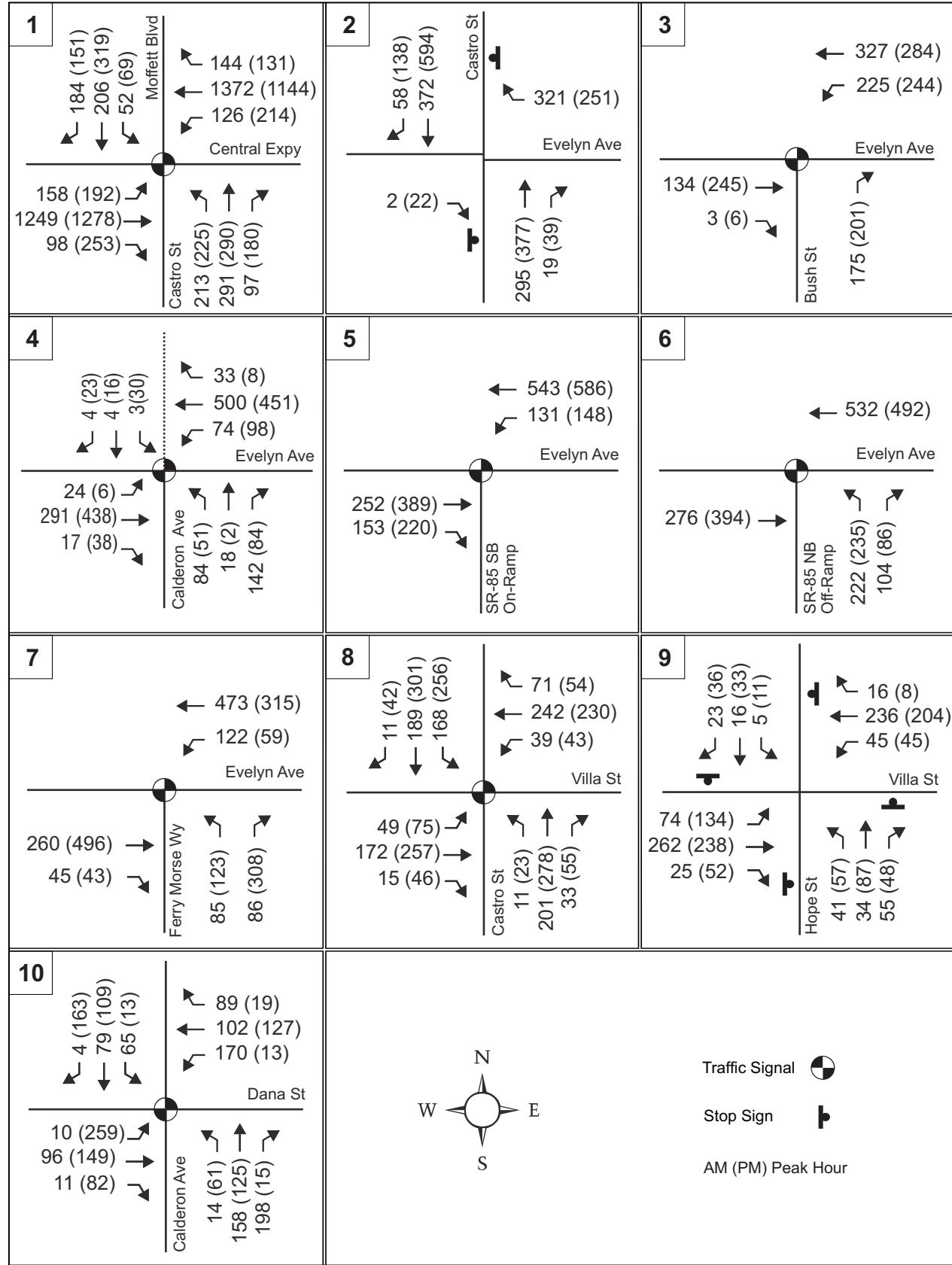
	Intersection	LOS (AM/PM)	Average Delay (sec)	Critical V/C
1	New Street / Villa Street	B	12.7	0.180
		B	13.4	0.170
2	New Street / Evelyn Avenue	C	15.7	0.208
		C	18.1	0.204

LOS and delay reported for worst approach for unsignalized intersections

Source: AECOM, 2009

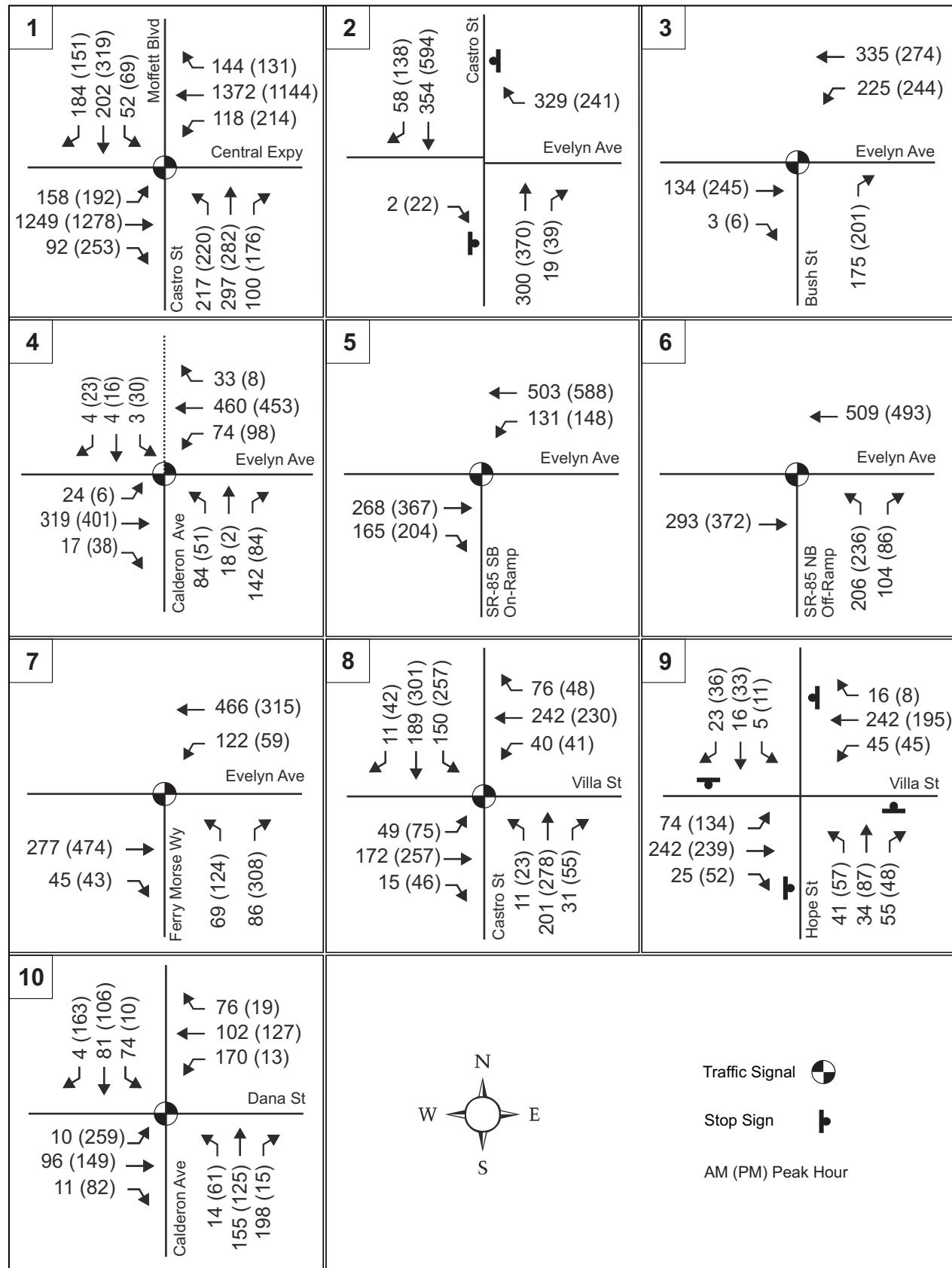
### 3.5 Parking

A two-part comprehensive parking survey was conducted as part of this project. Part one was a license plate survey to look at the length of time each vehicle was parked along parts of Villa Street, Bush Street, Dana Street, Palmita Place, Houghton Avenue, Evelyn Avenue and Calderon Avenue, all surrounding the project site. Hourly records of cars parked along these roadways were collected between 6am and 9pm on a Wednesday and on a Saturday. Part two was to determine the parked vehicle occupancy rate at residential developments similar to the proposed project. Parking occupancy data was collected at six residential complexes during different times of the day to determine the occupancy rate of these complexes.



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**Figure 3-5**  
**2012 CUMULATIVE TRAFFIC VOLUMES**



455 W. EVELYN REDEVELOPMENT

**Figure 3-6**  
**2012 CUMULATIVE PLUS PROJECT TRAFFIC VOLUMES**

### 3.5.1 On-Street License Plate Survey

With the approval of City staff, several roadway sections around the project site were selected for evaluating existing parking conditions. During a neighborhood meeting, residents in the vicinity of the proposed project raised concerns about the number of vehicles that were parked for extended periods of time on streets fronting their houses. There is a concern that this development could exacerbate the parking conditions in the neighborhood. Figure 3-7 highlights the sections of roadways included in this survey, while Table 3-9 lists the types of parking restrictions along each of the surveyed section.

**Table 3-9 On-Street Parking Restrictions**

#	Street	Section	Types of Restrictions	
			Time Limit	Days
1	Villa Street (North)	Between Hope Street and View Street	2 hours (9am – 6pm)	Monday – Saturday
		Between View Street and Bush Street	Parking Prohibited	-
		Between Bush Street and Calderon Avenue	No Restriction	-
2	Villa Street (South)	Between Hope Street and View Street	24 min (9am – 6pm)	Monday – Saturday
		Between Hope Street and View Street	2 hours (9am – 6pm)	Monday – Saturday
		Between View Street and Bush Street	Parking Prohibited	-
		Between View Street and Calderon Avenue	5 hours (9am – 6pm)	Monday – Saturday
3	Houghton Avenue (East)	Between Dana Street and Villa Street	No Restriction	-
4	Houghton Avenue (West)	Between Dana Street and Villa Street	No Restriction	-
5	Palmita Place (West)	-	No Restriction	-
6	Palmita Place (East)	-	Parking Prohibited	
7	Bush Street (East)	Between Dana Street and Villa Street	5 hours (9am – 6pm)	Monday – Saturday
8	Bush Street (West)	Between Dana Street and Villa Street	5 hours (9am – 6pm)	Monday – Saturday
9	Evelyn Avenue (North)	Between View Street and Calderon Avenue	Parking Prohibited	-
10	Evelyn Avenue (South)	Between View Street and Calderon Avenue	5 hours (9am – 6pm)	Monday – Saturday
11	Dana Street (North)	Between View Street and Bush Street	5 hours (9am – 6pm)	Monday – Saturday
		Between Bush Street and Calderon Avenue	No Restriction	-
12	Dana Street (South)	Between View Street and Bush Street	5 hours (9am – 6pm)	Monday – Saturday
		Between Bush Street and Calderon Avenue	No Restriction	-

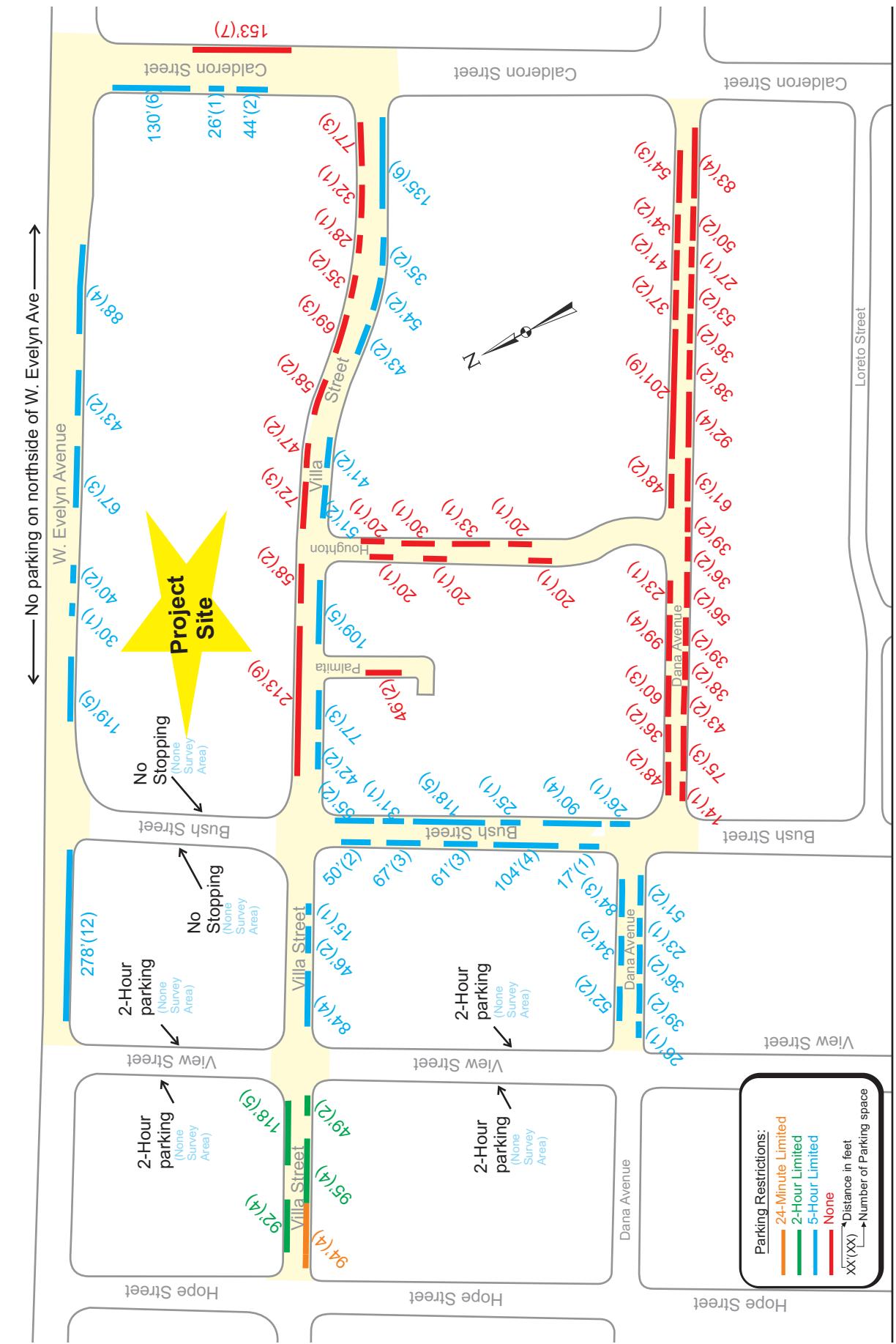
#	Street	Section	Types of Restrictions	
			Time Limit	Days
13	Calderon Avenue(East)	Between Evelyn Avenue and Villa Street	No Restriction	-
14	Calderon Avenue (West)	Between Evelyn Avenue and Villa Street	5 hours (9am – 6pm)	Monday – Saturday

For this survey, hourly license plate data was collected from 6am to 9pm along the surveyed streets on a Wednesday and a Saturday. Curb lengths were measured to estimate the number of spaces available. The first and last cars are assumed to require 18 feet while cars in between would need 24 feet for comfortable maneuvering.

Table 3-10 and Table 3-11 present the summary of the collected data while details are presented in the Appendix. The estimated number of parking spaces for each surveyed roadway section is also indicated in the Tables. Parking spaces along both sides of the roadway were aggregated to give the total number of spaces per street

There are various land uses along Villa Street. The Mountain View Post Office is located at the south-east corner of Villa Street and Hope Street. As such, there is a high turnover of cars parked along the south side of Villa Street near Hope Street. There are about six two-hour time limit spaces, one handicap space and four 24-minute time limit spaces available on the south side of Villa Street between Hope Street and View Street. The number of spaces available was observed to be sufficient to meet the demand of Post Office customers. About nine spaces are available on the north side of Villa Street between Hope Street and View Street, which have a two-hour limit between 9am to 6pm from Monday to Saturday. This section is adjacent to office buildings. Adjacent to Villa Street, between View Street and Houghton Avenue are residential units on both sides of the streets. Between Houghton and Calderon, there is light industrial use along both sides of Villa Street. Parking along the south side of Villa Street is limited to five hours between 9am and 6pm, Monday to Saturday. Apart from the near capacity demand during mid-day on a weekday, parking supply was sufficient along Villa Street. During the weekend when the industrial uses were not operating and there are fewer transit users, parking demand on Villa Street between Hope Street and Calderon Avenue was not higher than 55% at any given time. To discourage commuters, residents and guests from parking on the north side of Villa Street, five-hour parking limitation signs could be installed to match the south side of Villa Street.

Parking on Houghton Avenue, which has single-family homes on both sides of the street, is not restricted. The number of parked cars remained fairly constant throughout the day during both the weekday and weekend. It is likely that most of these cars belonged to the residents. Of the thirteen different vehicles parked on Houghton Avenue, seven were parked overnight or for an extended period of time. Several vehicles were observed parked in driveways, but these vehicles were not recorded as they were on private property. During the time of observations the garage doors for these residences were closed, so it is unknown how many residents use their garages to park their vehicles. One car was observed to park in the red zone for several hours during the weekday and another was parked on the wrong side of the street.



## PARKING SURVEY LOCATIONS

**Table 3-10 On-Street Parking Occupancy - Wednesday**

#	Location	Wednesday							Occupancy (Spaces)									
		Spaces	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12 Noon	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM
1	Villa Street	80	26	28	52	51	53	58	71	70	58	60	59	47	50	60	54	48
2	Houghton Avenue	8	7	8	8	6	6	8	7	7	5	5	5	4	6	6	5	6
3	Palmita Place	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	Bush Street	27	19	16	15	16	11	18	21	25	25	23	22	16	17	20	20	19
5	Evelyn Avenue	31	14	17	22	22	31	31	28	26	26	23	24	23	17	15	14	14
6	Dana Street	83	30	29	31	36	36	28	28	30	30	32	30	28	24	34	35	30
7	Calderon Avenue	16	7	7	12	14	13	16	16	16	15	16	11	12	10	7	8	8
Total		247	103	105	140	145	150	159	174	176	160	161	155	130	132	147	136	125

AECOM 2009

Full occupancy is highlighted

**Table 3-11 On-Street Parking Occupancy - Saturday**

#	Location	Saturday							Occupancy (Spaces)									
		Spaces	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12 Noon	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM
1	Villa Street	80	16	14	16	18	20	30	34	34	27	21	15	30	32	43	39	30
2	Houghton Avenue	8	6	6	6	6	7	6	4	6	6	6	7	6	6	5	6	6
3	Palmita Place	2	0	0	0	0	1	1	0	1	1	1	0	0	0	0	0	0
4	Bush Street	27	17	17	14	14	10	10	12	13	18	19	18	18	18	20	18	18
5	Evelyn Avenue	31	12	12	13	12	12	15	15	13	16	16	17	18	21	19	17	17
6	Dana Street	83	31	33	32	28	30	24	23	23	22	22	22	21	21	34	31	31
7	Calderon Avenue	16	7	7	8	5	6	5	7	10	8	7	5	5	4	3	4	6
Total		247	89	87	90	87	84	95	102	101	99	93	85	99	103	109	120	108

AECOM 2009

Full occupancy is highlighted

Palmita Place is a cul-de-sac less than 200 feet long, with single family houses on the west side of the street. On the east side of Palmita Place are the backyard fences to homes on Houghton Avenue. Parking is not allowed on east side of the street and there are only two spaces available for curb-side parking. Residents were observed to park in their garages. No vehicle was parked along Palmita Place during the surveyed weekday and only one car was observed on the weekend. It was probably a visitor to one of the houses. It is likely that visitors or commuters to the area do not realize that public parking is available as the area seemed exclusive to residents only.

While developments along both sides of Bush Street between Villa Street and Dana Street are residential, the southern end of the survey section abuts a surface off-street parking area serving the downtown businesses. Parking along Bush Street in this area is limited to five hours between 9am and 6pm, Monday to Saturday. Parking demand was fairly constant on Saturday with a slight reduction in demand during the late morning hours. Demand was around 70% after 2pm for the rest of the day. During the weekday, there is a surge in demand during mid-day, consistent with other streets near the downtown area.

Along Evelyn Avenue, parking is prohibited along the north side of the street. In addition, parking is restricted to five hours between 9am and 6pm from Monday to Saturday on the south side. Most of the surveyed section is adjacent to commercial developments that have parking demand only during business hours. The south side of Evelyn Avenue, between View Street and Bush Street, is the only residential section where about 12 spaces are available for parking. It was observed that this section of Evelyn Avenue was heavily parked during the early morning hours and late evening on the weekday as well as most of Saturday when most of the office buildings were closed. Overall parking demand along Evelyn Avenue increased to almost capacity after 8am on the weekday and stayed constant throughout most of the day. The demand dropped after 7pm when businesses closed for the day. Parking demand remained quite constant on the Saturday along Evelyn Avenue with a slight increase during the evening.

The surveyed section of Dana Street is furthest from the transit center, the downtown area and the project site. It serves single family houses on both sides of the street. The survey found that the parking demand during both survey days was fairly constant throughout both weekday and weekend.

There are both residential and light industrial developments along the surveyed section of Calderon Avenue. Several parked cars along the east side of Calderon Avenue clearly belonged to the residents because they were parked all day for both days, others were patrons of the industrial operations. Parking demand was higher during mid-day on the weekday when there was a surge of customers at the auto repair shops. By the same token, the parking demand along Calderon Avenue remained constant on Saturday when the auto repair shops were not open for business. Parking along west side of Calderon Avenue is restricted to five hours between 9am and 6pm.

The overall parking occupancy along the surveyed roadways varied from 42% at 6am to 72% at 1pm on a weekday and from 34% at 10am to 49% at 8pm on a weekend. As the study area is near the downtown with many restaurants, it is expected to see higher demand at lunch times on weekdays and at dinner time on weekends.

Table 3-12 and Table 3-13 present the duration of cars parked along the survey streets. Despite the parking restrictions along Villa Street, approximately 27% of the parked cars were there for five hours or more during the weekday and approximately 15% during the weekend. Similarly, about 65% of the parked cars along Bush Street were observed to be parked for five hours or beyond during the weekday and about 46% during the weekend. About 50% of the cars parked along Evelyn Avenue on the Wednesday were observed to be parked for at least five hours. This percentage went up to 67% on Saturday. Along Dana Street, more than 50% of the cars were observed to be parked for five hours or more on both days. All these streets have a five-hour parking limitation during the time of the survey. The west side of Calderon Avenue has a five-hour parking restriction and about 64% of the parked cars were observed to be parked for more than five hours on the weekday.

**Table 3-12 Length of Parked Time - Wednesday**

#	Location	Total	< 5 hrs	≥ 5 hrs	≥ 8hrs	whole day
1	Villa Street (North)	109	74	35	29	28
2	Villa Street (South)	119	92	27	11	10
3	Houghton Avenue (East)	7	3	4	3	3
4	Houghton Avenue (West)	6	3	3	2	1
5	Palmita Place (West)	0	0	0	0	0
6	Bush Street (East)	31	13	18	5	5
7	Bush Street (West)	20	5	15	6	6
8	Evelyn Avenue (South)	60	27	33	20	18
9	Dana Street (North)	36	21	15	9	9
10	Dana Street (South)	45	19	26	16	13
11	Calderon Avenue (East)	13	6	7	7	6
12	Calderon Avenue (West)	17	6	11	5	5
	<b>Total (Wednesday)</b>	<b>463</b>	<b>269</b>	<b>194</b>	<b>113</b>	<b>104</b>
	<b>Percentage</b>		<b>58.1</b>	<b>41.9</b>	<b>24.4</b>	<b>22.5</b>

Source: AECOM, 2009

Overall, about 42% of the parked cars were observed to be parked for more than five hours on Wednesday with about 24% being parked for more than eight hours. On Saturday, 34% of the parked vehicles were observed to be parked for more than five hours and about 25% were parked for more than eight hours. Based on how the vehicles were parked, the condition of the vehicles and the observation that drivers entered the residences along most of these streets, most of the vehicles that were parked for more than eight hours either belonged to residents of the street or their guests.

Additionally, in the project vicinity, about 340 parking spaces are provided at the Mountain View Transit Center for transit users. Commuters are required to pay a nominal fee of \$3 that allows parking for the whole day. If the parking lot at the Mountain View Transit Center is full, commuters can use the free VTA Evelyn Light Rail park-and-ride lot on Evelyn Avenue at Pioneer Way and take light rail to Mountain View Station. The VTA has been working to secure funds for the construction of a parking structure at the Mountain View Transit Center to

accommodate a higher parking demand in the future. This plan, however, is currently on hold until the alignment and station location for the Peninsula High Speed Train (HST) are finalized. Future parking demand at the Mountain View Transit Center is highly dependent on whether the HST would have a station at the Mountain View Transit Center.

**Table 3-13 Length of Parked Time - Saturday**

#	Location	Total	< 5 hrs	≥ 5 hrs	≥ 8hrs	whole day
1	Villa Street (North)	65	52	13	8	7
2	Villa Street (South)	82	72	10	8	8
3	Houghton Avenue (East)	9	4	5	4	3
4	Houghton Avenue (West)	5	3	2	2	2
5	Palmita Place (West)	2	2	0	0	0
6	Bush Street (East)	24	12	12	9	6
7	Bush Street (West)	15	9	6	5	5
8	Evelyn Avenue (South)	28	9	19	14	11
9	Dana Street (North)	28	13	15	10	10
10	Dana Street (South)	31	14	17	13	12
11	Calderon Avenue (East)	13	7	6	5	5
12	Calderon Avenue (West)	7	7	0	0	0
	<b>Total (Saturday)</b>	<b>309</b>	<b>204</b>	<b>105</b>	<b>78</b>	<b>69</b>
	<b>Percentage</b>		<b>66.0</b>	<b>34.0</b>	<b>25.2</b>	<b>22.3</b>

Several parking issues were raised by neighborhood residents regarding project residents who leave their vehicles at home and use the nearby transit facilities and regarding commuters who live outside the area and use the transit systems to get to Mountain View, but park a vehicle in the neighborhood for their use after they arrive. If the project and neighborhood residents use transit and leave their vehicles at home in their designated parking space or in their garage/driveway there would not be any impact on the available parking in the area. If they park their vehicles on the street, they are likely to be cited as most of the streets in the vicinity of the project have a parking limitation. With regard to commuters using transit from outside the area and parking a vehicle in the neighborhood for their use after arriving in Mountain View, no one was observed performing this activity. Therefore, those parking on the residential streets in the area were either residents or visiting guests.

### 3.5.2 Residential Complex Occupancy Survey

The second part of the parking study compares parking occupancy of residential complexes to determine if the proposed parking would be sufficient. A total of 313 vehicle parking spaces are proposed for this project. The 313 parking spaces include 267 secured resident parking spaces and 46 guest parking spaces. Of the 267 secured resident parking spaces, four are handicap spaces, two are “zip car” (a car share program) spaces and 12 are tandem spaces. This project includes one-level of underground parking with an access along the proposed new public street.

Figure 3-8 shows the off-street parking layout in the proposed garage as well as on-street parking along the adjacent streets. Approximately nine new parking spaces will be provided along the west side of the proposed new street after the new street is fully improved. In addition, the number of parking spaces along south side of Evelyn Avenue, adjacent to the project site, would increase from the current 11 spaces to 13 spaces after eliminating driveways to the existing land uses. These spaces would increase the on-street parking adjacent to the site by 11 spaces.

Table 3-14 compares the proposed project parking spaces against the City's parking supply requirements and the ITE recommended number of spaces. According to the Evelyn Avenue Corridor Precise Plan, the parking requirement for a 1-bedroom apartment is 1 car and for a 2-bedroom apartment is 2 cars. As such for this project with 125 one-bedroom and 88 two-bedroom apartments, it would need to provide 301 parking spaces, including guest parking. In comparison, the ITE Parking Generation manual indicates that such a development should provide 298 parking spaces using an average parking supply rate of 1.4 spaces per dwelling unit. The proposed project will provide a total of 313 parking spaces (including some visitors parking) in the parking garage. The proposed parking supply exceeds both the City's and ITE's parking requirements.

The project also proposed 12 additional tandem parking spaces. Developers are requesting tandem parking spaces more often than in the past in order to maximize parking in the available area. The tandem parking spaces should be marked for residents of two-bedroom units since they require two parking spaces.

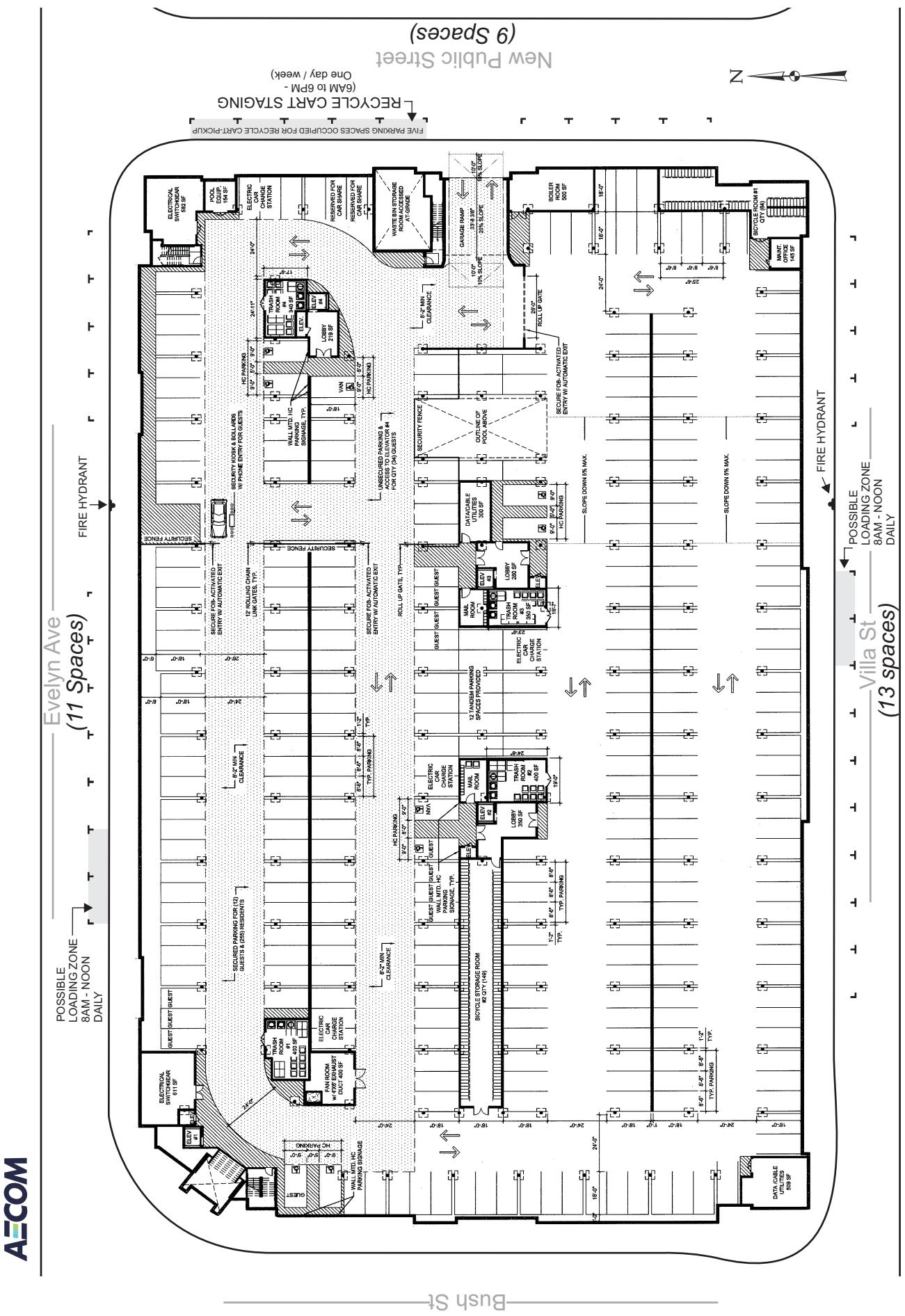
**Table 3-14 Project Parking Provision Comparison**

Land Use	Size	Proposed Parking Supply	City Zoning Ordinance <sup>1</sup>		ITE Parking Generation <sup>2</sup>	
			Parking Supply Rate	Parking Supply	Parking Demand Rate	Parking Demand
Apartment	125 1-bedroom	301	1	125	1.4	175
	88 2-bedroom		2	176	1.4	123
		12 (Tandem)				
Total	213	313		301		298
	Guests	46	15% of required parking	45		

Notes:

1. Parking requirement based on Evelyn Avenue Corridor Precise Plan, 2004

2. Parking demand based on Land Use 221, ITE Parking Generation 3rd edition, 2004. About 1/2 the urban sites studied were identified as affordable housing



**PROJECT PARKING LAYOUT**

Figure 3-8

SOURCE: PROMETHEUS REAL ESTATE GROUP

To further evaluate if the proposed number of spaces would meet the expected demand, a study was performed at six developments similar to the proposed project. Figure 3-9 presents the locations of four surveyed complexes closest to the project site. All studied complexes are located near a major transit terminal. Location 1 is within a quarter mile of the Winchester Transit Center which serves as a transfer point for bus and light rail. The apartment complex at Calderon Avenue (Location 2) is within the study area and is near the Mountain View Transit Center. Locations 3 and 4 are adjacent to the San Antonio Caltrain Station and the San Antonio Transit Center at Showers Drive. Location 5 is next to the Union City BART Station and Location 6 is less than 600 yards from the San Mateo Caltrain Station.

Table 3-15 presents a comparison of the six surveyed apartment complexes with the proposed project. As indicated in Table 3-15, the six apartment complexes provided between 1.4 and 1.9 parking spaces per dwelling unit, with an average of 1.7 parking spaces per dwelling unit. The late night occupancy rate was observed either after 10pm or at 6am when the majority of the residents would be home. The parking occupancy rates ranged from 26% to 76% depending on time of the day.

Three complexes (two at Del Medio and one in Union City) have less than 65% parking occupancy rates which may be related to convenient parking available on the street. The Calderon Avenue complex did not have convenient on-street parking which could account for the 76% parking occupancy rate. The Campbell complex, having security gates that were closed from 7pm to 6am, provided residents with a higher level of security than the other complexes. Streets around the complex in San Mateo were also well used, which may result in the slightly lower garage parking occupancy rate.

**Table 3-15    Parking Occupancy for Surveyed Apartment Complexes**

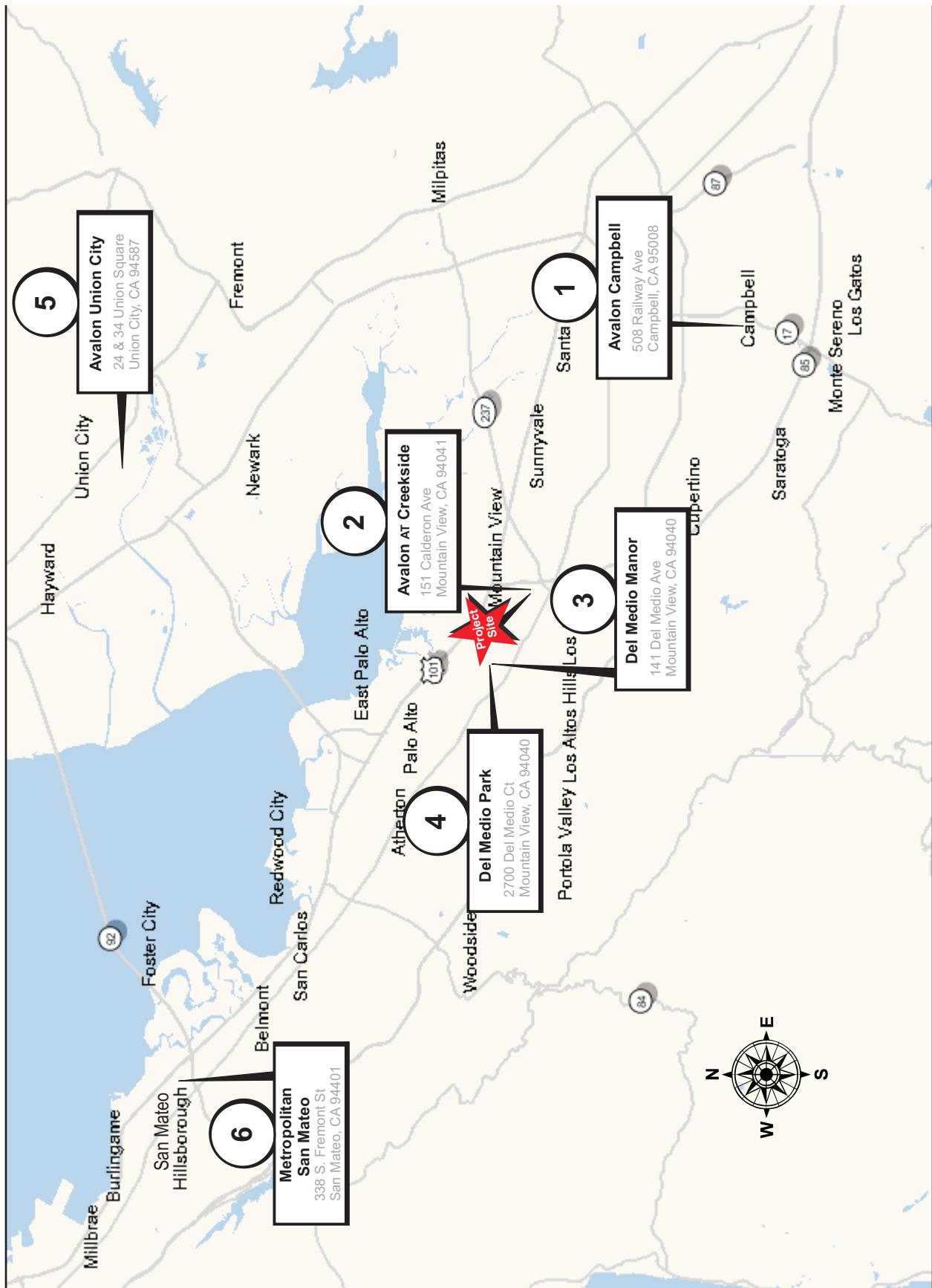
#	Location	Weekday			Occupancy (%)			Assumed Provision	Assumed Parking Spaces	Late Night %
		DU	Parking Spaces	Provision Rate	Mid Morning	Mid Afternoon	Late Night			
1	Railway Avenue, Campbell	348	625	1.8	38.2	42.7	73.4	1.5	522	87.9
2	Calderon Avenue, Mountain View	294	437	1.5	38.7	37.1	76.0	1.5	437	76.0
3	Del Medio Avenue, Mountain View*	104	146	1.4	37.0	35.6	61.0	1.4	146	61.0
4	Del Medio Court, Mountain View*	86	165	1.9	27.9	26.7	52.1	1.5	129	66.7
5	Union Square, Union City*	439	721	1.6	26.4	26.9	52.1	1.5	659	57.1
6	Fremont Avenue, San Mateo*	220	422	1.9	27.0	30.1	65.6	1.5	330	83.9
	Average			1.7	32.5	33.2	63.4			72.1
7	Project	214	331	1.5	-	-	-	-	-	-

Source: AECOM, 2009

\*streets adjacent to apartment complex were observed to be fully parked

DU = Dwelling Units

According to recent data (Realfact Inc, July 2009), the average occupancy of apartment complexes in Mountain View ranged from 94.7% to 96.8% during the second quarter of this year. The tenant occupancy for Location 5 was 72% and the tenant occupancy at Location 6



Map Source: 511.Org Base Map

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**RESIDENTIAL OCCUPANCY SURVEY LOCATIONS**  
**Figure 3-9**

was 99%. Parking Occupancy for these two complexes was less than 70%. Assuming the tenant occupancy rate of the proposed project is 90% at any given time and the parking occupancy is similar to the surveyed complexes, only 76% of the available parking spaces would be occupied based on the highest parking occupancy observed. Even when the project is 100% occupied, parking occupancy would only be around 85%, based on the same proportion.

Table 3-15 also presents the late night occupancy of the six surveyed complexes if their parking provision rates were at 1.5 (or lower) spaces per dwelling unit instead of a higher rate. Location #1, #4, #5 and #6 would have a higher occupancy percentage. The overall average would be 72.1% instead of the observed 63.4%. Using the same comparison as above, the project's garage would be 87.9% occupied (using the highest rate in table 3-15) assuming the tenant occupancy rate of the proposed project is 90% at any given time. At 100% tenant occupancy, the expected garage usage would be 97.7%.

Therefore, this project would be providing an adequate number of parking spaces in its parking garage which should reduce the possibility of its residents parking on the adjacent streets due to insufficient parking. As mentioned earlier, this project would not reduce on-street parking in the project vicinity. A total of at least 11 new on-street parking spaces would be added adjacent to the project site, making the estimated number of parking spaces along the south side of Evelyn Avenue (at project site perimeter) and the west side of the new public street to be 22 spaces. This does not consider available parking along Villa Street as those were assumed to be used by existing residents of the Old Mountain View Neighborhood. In reviewing the preliminary plans for the adjacent residential project, about six more parking spaces could be provided on the east side of the new public street taking into account the new driveways and new streets proposed for the project currently still under review by the City.

This study acknowledges that some residents from the proposed project and their guests could choose to park on the street regardless of the number parking spaces available in the garage. As such, the above discussion aimed to demonstrate that there would be sufficient on-street parking adjacent to the project site to meet the expected new residents' demand.

### **3.6 Site Circulation and Access**

There is one vehicular access to the parking garage for this development. It is located mid-way along the proposed new street that connects Evelyn Avenue and Villa Street. There are no turning movement restrictions at the intersections of the new street with Evelyn Avenue, Villa Street, or the project's driveway. As such, drivers can travel from either Evelyn Avenue or Villa Street to the project's driveway. As indicated in Tables 3-6 and 3-8, the unsignalized intersections at both ends of the new street would operate at acceptable levels under the Background and Cumulative Conditions.

The parking stalls in the garage are designed at 90-degree angle with two-way aisles. The regular stalls are 18 feet deep, 8.5 feet wide and the aisles are 24 feet wide. These meet the City's requirements and are considered adequate for safe operation.

To assess the adequacy of the garage access, ITE's *Traffic Engineering Handbook* (ITE, 6<sup>th</sup> Edition, 2009) recommends that the proposed driveway be treated like an unsignalized

intersection with the adjacent street for analysis. If the calculated LOS is within the City's acceptable level of D or better, the access is considered adequate.

An assessment of the development's access performance shows that the garage entrance and the new public street would operate at LOS A under both the Background and Cumulative Conditions during the AM and PM peak hours. Table 3-16 presents the LOS summary. The intersection volumes and other analysis details are presented in the Appendix. The proposed access is therefore considered adequate to meet the expected usage. During an emergency, residents in the garage are expected to use the personnel exits to leave the complex instead of driving out. The Fire Protection Engineer has indicated that garage entrances are not considered emergency exits as they typically exceed the slope requirements. There are three stairways from the garage that allow access to street level as well as access for the Fire Department; one is adjacent to the garage entrance ramp, one at the northeast corner of the building and the third one is at the northwest corner of the building. There are four proposed elevators for the complex although they should not be used in the case of emergencies like fire and earthquake.

**Table 3-16 Garage Access and New Street LOS**

Scenario	Intersection	LOS (AM/PM)	Average Delay (sec)	Critical V/C
<b>Background</b>	Garage / New Street	A	9.7	0.073
		A	9.8	0.043
<b>Cumulative</b>	Garage / New Street	A	9.8	0.078
		A	9.9	0.047

LOS and delay reported for worst approach for unsignalized intersections

Source: AECOM, 2009

This study is aware that the adjacent development currently under review by the city would be proposing two new streets that intersect with the new public street in this project. All intersections along the new public street (including the garage access for this project) should be stop-controlled to minimize turning movement conflicts and enhance safety of the intersections. The adjacent housing project is also expected to propose garages for each residence directly off the new public street. Due to the presence of street parking acting as traffic calming features and the short distance of the new public street, speed along this street is expected to be low. Coupled with the stop controlled intersections, drivers along the new public street would be able to safely execute all turning movements.

At this time there is no proposed parking limitation proposed for the new public street between Evelyn Avenue and Villa Street. This would be one of the few streets in the area without a parking limitation which could encourage commuters or residents to park on the street for extended periods of time. To discourage this parking practice, the City should consider implementing the same five-hour parking limitation on the new street that exists on adjacent streets.

The adjacent development will also construct two streets that will intersect the new public street north and south of the project's driveway. Both of these streets are likely to have relatively low traffic volumes because they will serve approximately 63 single family homes. Some concern

has been raised about the proximity of the intersections of the new streets with the new public street to the intersection of the project's driveway with the new public street. Since the adjacent development's streets will have direct access to Evelyn Avenue and Calderon Avenue, most of the vehicles from this complex will travel to these major roadways and a few vehicles will use the new public street. The distance between the centerline of the driveway and the centerline of the closest street in the adjacent development is approximately 25'. This offset of intersections could cause congestion on the new street if this street was expected to carry a high volume of traffic. However, most of the residents from both projects are likely to want to access Evelyn Avenue and Calderon Avenue as these roadways lead to major arterials like El Camino Real and State Route 85. The new public street between these offset intersections and Villa Street is likely to carry a low volume of traffic because it accesses Villa Street, which is a narrower and slower speed roadway. Therefore, there should not be a congestion issue on the new public street due to the offset intersections.

As mentioned earlier, the proposed garage will provide a secured parking area for residents. The added safety and security features would encourage more residents to park in the project garage instead of parking on the street. Some guest parking will also be available in the parking garage.

It is noted in Figure 3-8 that a section of the new public street would be used for recycling and trash cart staging during a specific time in a week. About five parking spaces would not be available between 6am and 6pm on the day of recycling/trash collection.

As indicated in Figure 3-8, a section of Evelyn Avenue, about 50 feet in length at the northwest corner of the project site, might be designated as a loading zone daily between 8am and 12 noon. Approximately two parking spaces would not be available during that time. Outside this time limit, the affected parking spaces would be available for use by anyone. As an alternative, a section of Villa Street, approximately mid-block of the project site, could be designated as a loading zone between 8am and 12 noon on a daily basis. Designating a loading zone for the proposed project during the morning period would not have adverse impact on the parking provision along Evelyn Avenue. In fact, it would create a safer environment for the nearby residents and other road users by eliminating the concern that delivery trucks and moving vans would double park along the streets.

### **3.7 Transit, Pedestrian and Bicycle Impacts**

The Mountain View Transit Center will continue to serve as an important transportation hub for the City as well as other cities in the Peninsula / South Bay region. It is a transfer point between VTA bus, the VTA light rail system and Caltrain. This proposed project would not adversely impact the transit network in the study area as all study intersections are expected to operate within the City's acceptable levels; bus services that use the local roadways would not be delayed as a result of the project. Furthermore, based on observations of the existing transit facilities (buses, LRT, Caltrain) and their ridership levels, they have capacity to accommodate the expected ridership from the development.

As part of the proposed project, sidewalks surrounding the development will be improved and enhanced with streetscape. The development's perimeter design continues the downtown

street tree pattern in park strips, buffering pedestrians from vehicles; making it a more conducive walking environment. Residents and visitors can access the development via the many street-level accesses. Within the study area, this project would not adversely impact the pedestrian facilities. Even though foot traffic is expected to increase in the vicinity of the development, the already comprehensive pedestrian facility network is adequate to meet the increased demand. Figure 3-10 presents the landscape concept for the project, which would enhance the pedestrian environment.

Within the development, 235 bicycle parking spaces would be provided. Under the City's requirements of one bicycle parking space per unit (213) and one bicycle parking space per 10 units (21), the project need to provide 234 bicycle parking spaces. The proposed number of bicycle parking spaces is sufficient to meet the requirements. This project is providing two secured rooms in the parking garage that will provide one bicycle parking space for each dwelling unit, plus additional parking for guests (bike rack type) at the street level. Given the project's proximity to the downtown area, it is envisioned that cycling activity could increase due to the project. However, no adverse impact would be expected. There is sufficient capacity on the different classes of bike facilities as well as bike storage facilities to accommodate the increased need.

### 3.8 S - Curve

A concern raised at an Environmental Planning Commission (EPC) meeting was the effectiveness of the s-curve, constructed in the mid-1990's, on reducing cut-through traffic using streets in the Old Mountain View Neighborhood (OMVN). The design of the s-curve encourages through traffic to travel between Villa Street and Evelyn Avenue via the 100 block of Bush Street. At the intersection of Bush Street and Villa Street the traffic islands prevent vehicles from proceeding south on Bush Street south of Villa Street. They also prevent southbound Bush Street traffic from proceeding straight to Evelyn Avenue and from turning onto eastbound Villa Street. In addition, westbound Villa Street traffic cannot turn onto southbound Bush Street. Finally, northbound Bush Street traffic must turn right onto eastbound Villa Street. As a result of these directional preventions, traffic on several streets in the OMVN has experienced a reduction in traffic.

Table 3-17 indicates the Average Daily Traffic (ADT) reported by the City over the thirteen year period between the time of the Evelyn Corridor Precise Plan EIR in 1993 and an Evelyn Avenue improvement project EIR in 2006. These traffic volumes indicate the existing traffic conditions plus approved projects plus the proposed development project.

As indicated on Table 3-17 traffic volumes have decreased on Evelyn Avenue, Villa Street and Dana Street. Traffic volumes are increased slightly on View Street and Calderon Avenue.

**Table 3-17 Neighborhood Traffic Volumes**

Street Section	Two-Way Average Daily Traffic				
	Existing + Approved (EIR 12/93)	Existing + Approved + Precise Plan + Forecast Growth for 2010 (EIR 12/93)	Existing + Approved + Evelyn Imp. (9-10/2001)	Existing + Approved + Evelyn Imp. (4-5/2002)	Existing + Approved + Evelyn Imp. (5-6/2006)
Evelyn Ave. (Castro to Hope)	6580	5230	3687	3889	3706
Villa St. (Castro to Hope)	10090	14100			8630
Hope St. (Villa to Dana)	7030	8500			
View St. (Villa to Dana)	1400	4370	1375	1505	
Bush St. (Villa to Dana)	1350	1720			
Calderon Ave. Villa to Dana)	4450	4770	4498	4559	
Evelyn Ave. (Calderon to SR 85)	13250	23700	10889	10935	
Dana St (Calderon to Pioneer)	7500	7420	6780	6967	

Source: City of Mountain View, 2009

### 3.9 Old Mountain View Neighborhood (OMVN) Through Traffic

The OVN is generally described as the area bordered by El Camino Real to the south, Evelyn Avenue to the north, Castro Street to the west and Highway 85 to the east. A concern raised by the OVN residents at the EPC meeting was the amount of daily traffic from the proposed project that would travel on their streets. The amount of daily traffic generated by the proposed development is estimated at 1,295 trips per day. This is a decrease from the existing uses, which generate an estimated at 1,720 trips per day.

Due to the location of the proposed project and that all of the studied intersections are expected to operate at very acceptable levels of service, most of the daily trips generated from the project will use Evelyn Avenue, Calderon Avenue, State Route 85 and Villa Street. However, it is also logical to expect about 10% of the daily trips (130) to meander through the OVN. These trips could be:

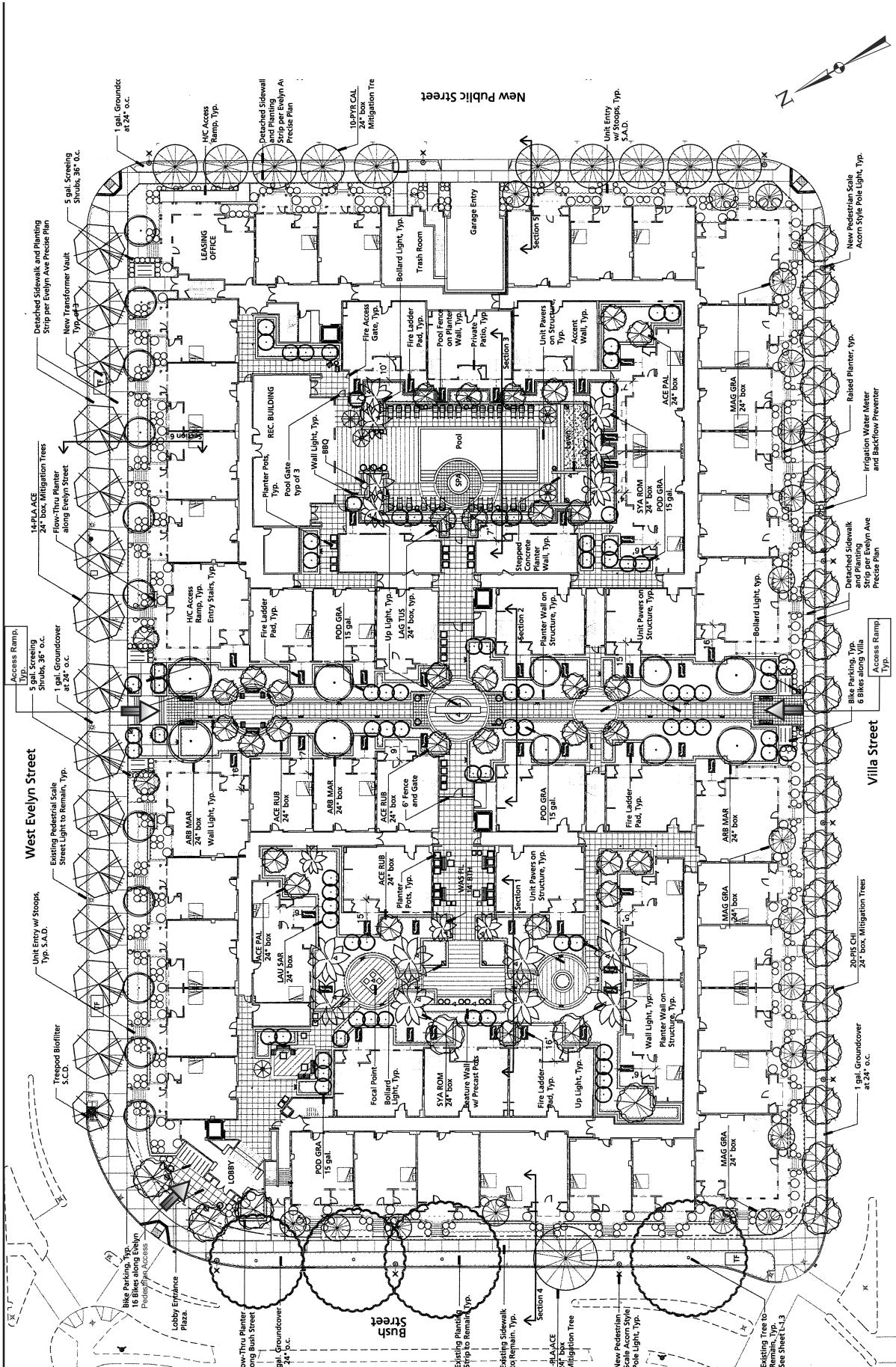
- Residents visiting friends or relatives in the neighborhood;
- Residents returning to the proposed project from destinations in the downtown area; or
- Residents traveling to and from the Mercy/Bush neighborhood park

In the Evelyn Avenue Corridor EIR, which assessed the various impacts that could result from the proposed development standards and design guidelines recommended in the Evelyn Avenue Corridor Precise Plan, the traffic volumes in the OVN ranged from 1,350 vehicles per

day on Bush Street between Villa Street and Dana Street to 7,000 vehicles per day on Hope Street between Villa Street and Dana Street. The City's definition of significant impact for a roadway is a 25% increase in the ADT. For a street in the OMVN to be significantly impacted, its current ADT would need to be 520 vehicles per day or less. There are only two roadways in the OMVN with daily traffic volumes of 520 vehicles per day or less – Loretto Avenue (about 400-500 vehicles per day) and Velarde Street (200-300 vehicles per day). It is highly unlikely that all of the 10% daily trips traveling through the OMVN would use these streets.

Furthermore, it is very likely that the existing Minton's Hardware Store/Lumber Yard generates trips from neighborhood residents using neighborhood streets. With the removal of this use these trips are more likely to be redirected to the major roadways surrounding the neighborhood as the residents travel to other hardware stores and lumber yards. In addition, since the existing uses generate 33% more trips than the proposed development, traffic on the neighborhood streets could be reduced.

Another contribution to the reduction of through traffic through the neighborhood is the construction of traffic calming measures on several neighborhood streets, such as the speed humps and narrow median islands on part of Dana Street and speed humps and traffic circles on View Street.



**LANDSCAPE CONCEPT PLAN**

**Figure 3-10**

455 W. EVELYN REDEVELOPMENT

SOURCE: PROMETHEUS REAL ESTATE GROUP

## 4.0 CONCLUSION

The proposed project would redevelop an area bounded by Evelyn Avenue, Bush Street and Villa Street in the City of Mountain View, from the existing hardware store and office uses, to a 213-unit residential complex. A new public street adjacent to the east of the development would also be constructed as part of the project which would provide access to the project located about mid-way along this new street. The proposed project would generate 19 fewer trips during the AM peak hour and 59 fewer trips during the PM peak hour. In view of its close proximity to public transit facilities, a 9 percent reduction was applied to the expected trips generated by the proposed redevelopment. Since this project reduces the number of net trips in the study area, it would not have an adverse impact on the surrounding roadway network under both the Background and Cumulative conditions as determined by this study. No intersection mitigation measures are necessary with the proposed project.

The project proposes 313 car parking spaces for its one-level secured underground parking garage with two-way circulation. The number of proposed parking spaces is higher than the City's requirement stated under the Evelyn Corridor Precise Plan. A comparison with similar residential complexes around the project study area showed that the provision would be sufficient to meet the parking needs of the residents. It is unlikely that the parking would spill onto the adjacent street given that parking security would be enhanced by parking in the gated garage. The project would also add about 11 new parking spaces in the vicinity. In addition, a comprehensive license plate parking survey of the on-street parking in the study area indicates that there is capacity to accommodate some increase in parking demand within the study area. The proposed circulation of the parking garage is deemed adequate and its design meets the City's requirements. The proposed one entry/exit driveway into the parking garage is found to be sufficient, safe and will not result in any congestion on the new public street.

The project has adequate emergency accesses for its residents and would not create an operational safety hazard environment in the area.

The proposed new street to be built as part of the development connects Evelyn Avenue and Villa Street. These two unsignalized intersections are expected to operate at LOS C or better under both the Background and Cumulative Scenarios. The vehicular access to the development is taken along this new street and is expected to operate at LOS A.

While pedestrian and bicycle activities within the study area are expected to increase due to this proposed development, there is sufficient capacity in the current network to accommodate the higher demand. The proposed bicycle parking for this project is found to meet the City's requirements. Similarly, the transit system in the study area would not be adversely affected by this project.

Finally, the s-curve appears to have the desired effect of reducing through traffic on several streets in the Old Mountain View Neighborhood and the proposed project could have less impact on the OMVN's streets than the existing uses.

## **APPENDICES**

**Appendix A – Existing AM / PM Intersection Analysis**

**Appendix B – Background + Project AM / PM Intersection Analysis**

**Appendix C – Cumulative + Project AM / PM Intersection Analysis**

**Appendix D – Parking Survey Details**

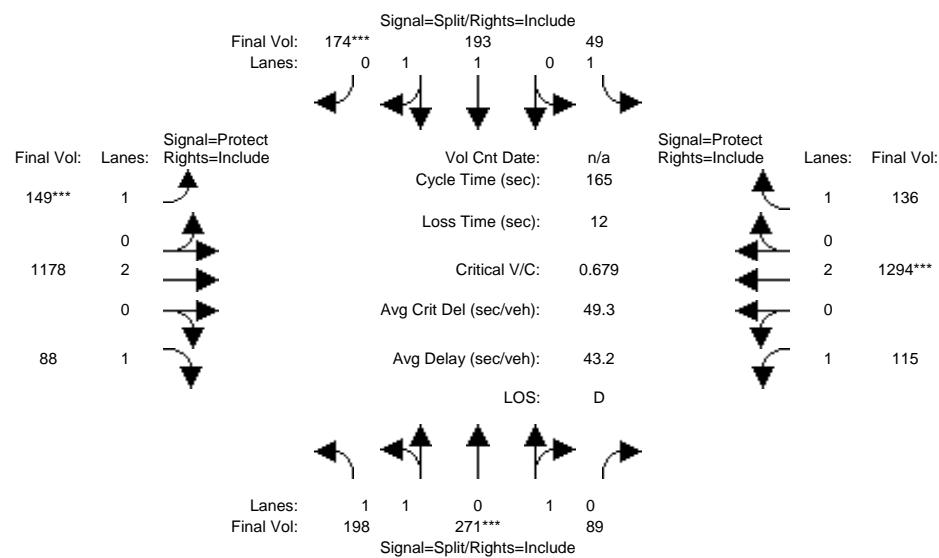
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**Appendix A**  
**– Existing AM / PM Intersection Analysis**

455 W. Evelyn Redevelopment  
---Mountain View---  
-California-

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM

Intersection #1: Castro St-Moffett Blvd / Central Expy



Street Name: Castro Street-Moffett Boulevard												Central Expressway			
Approach: North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	14	14	14	14	14	14	14	14	10	10	10	14	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	<hr/>														
Base Vol:	198	271	89	49	193	174	149	1178	88	115	1294	136			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	198	271	89	49	193	174	149	1178	88	115	1294	136			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	198	271	89	49	193	174	149	1178	88	115	1294	136			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	198	271	89	49	193	174	149	1178	88	115	1294	136			
Reducet Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	198	271	89	49	193	174	149	1178	88	115	1294	136			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	198	271	89	49	193	174	149	1178	88	115	1294	136			

Saturation Flow Module:	<hr/>														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.92			
Lanes:	1.08	1.45	0.47	1.00	1.03	0.97	1.00	2.00	1.00	1.00	2.00	1.00			
Final Sat.:	1898	2598	853	1750	1944	1753	1750	3800	1750	1750	3800	1750			

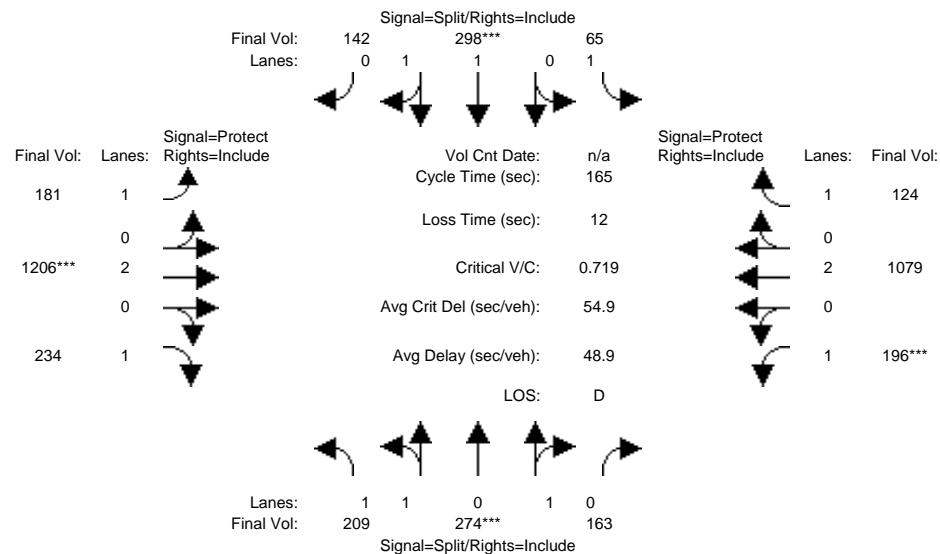
Vol/Sat:	0.10	0.10	0.10	0.03	0.10	0.10	0.09	0.31	0.05	0.07	0.34	0.08			
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****			
Green Time:	25.4	25.4	25.4	24.1	24.1	24.1	20.7	81.3	81.3	22.2	82.8	82.8			
Volume/Cap:	0.68	0.68	0.68	0.19	0.68	0.68	0.68	0.63	0.10	0.49	0.68	0.15			
Delay/Veh:	68.3	68.3	68.3	62.2	70.2	70.2	77.2	31.5	22.4	67.7	32.0	22.3			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	68.3	68.3	68.3	62.2	70.2	70.2	77.2	31.5	22.4	67.7	32.0	22.3			
LOS by Move:	E	E	E	E	E	E	E-	C	C+	E	C-	C+			
HCM2kAvgQ:	10	10	10	2	10	10	9	21	2	6	24	4			

Note: Queue reported is the number of cars per lane.

455 W. Evelyn Redevelopment  
---Mountain View---  
-California-

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM

Intersection #1: Castro St-Moffett Blvd / Central Expy



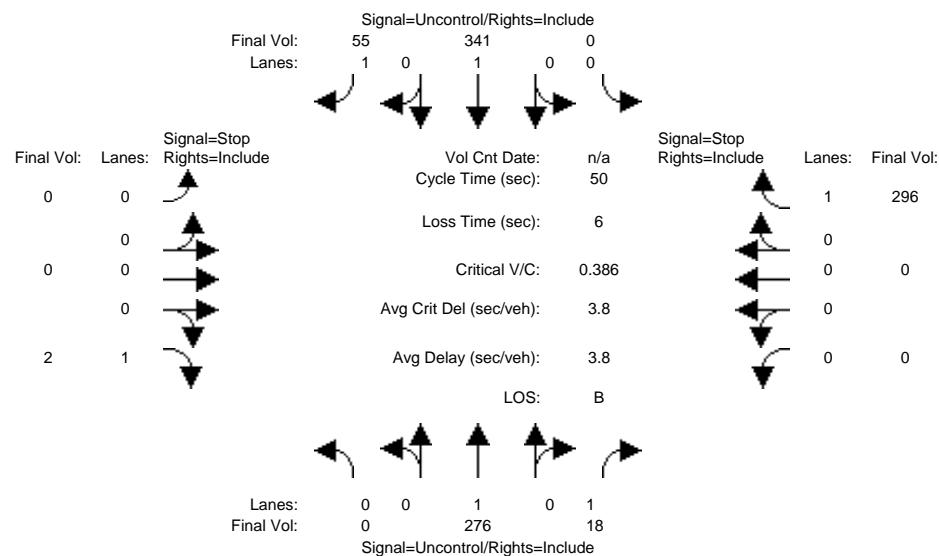
Street Name: Castro Street-Moffett Boulevard												Central Expressway			
Approach:				North Bound				South Bound				East Bound		West Bound	
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	14	14	14	14	14	14	14	14	10	10	14	10	10		
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		
Volume Module:	----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----														
Base Vol:	209	274	163	65	298	142	181	1206	234	196	1079	124			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	209	274	163	65	298	142	181	1206	234	196	1079	124			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	209	274	163	65	298	142	181	1206	234	196	1079	124			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	209	274	163	65	298	142	181	1206	234	196	1079	124			
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	209	274	163	65	298	142	181	1206	234	196	1079	124			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	209	274	163	65	298	142	181	1206	234	196	1079	124			
Saturation Flow Module:	----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.92	0.99	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92			
Lanes:	1.01	1.23	0.76	1.00	1.34	0.66	1.00	2.00	1.00	1.00	2.00	1.00			
Final Sat.:	1762	2311	1375	1750	2505	1194	1750	3800	1750	1750	3800	1750			
Capacity Analysis Module:	----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----														
Vol/Sat:	0.12	0.12	0.12	0.04	0.12	0.12	0.10	0.32	0.13	0.11	0.28	0.07			
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****			
Green Time:	27.2	27.2	27.2	27.3	27.3	27.3	26.3	72.8	72.8	25.7	72.2	72.2			
Volume/Cap:	0.72	0.72	0.72	0.22	0.72	0.72	0.65	0.72	0.30	0.72	0.65	0.16			
Delay/Veh:	68.1	68.1	68.1	60.1	69.4	69.4	70.3	39.3	30.0	75.2	37.4	28.2			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	68.1	68.1	68.1	60.1	69.4	69.4	70.3	39.3	30.0	75.2	37.4	28.2			
LOS by Move:	E	E	E	E	E	E	E	D	C	E-	D+	C			
HCM2kAvgQ:	12	12	12	3	12	12	10	25	8	11	21	4			

Note: Queue reported is the number of cars per lane.

455 W. Evelyn Redevelopment  
---Mountain View---  
-California-

Level of Service Computation Report  
2000 HCM Unsignalized (Future Volume Alternative)  
Existing AM

## Intersection #2: Castro St / Evelyn Ave



Street Name:		Castro Street				Evelyn Avenue						
Approach:	North Bound	South Bound			East Bound	West Bound						
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R				
Volume Module:												
Base Vol:	0	276	18	0	341	55	0	0	2	0	0	296
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	276	18	0	341	55	0	0	2	0	0	296
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	276	18	0	341	55	0	0	2	0	0	296
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	276	18	0	341	55	0	0	2	0	0	296
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	276	18	0	341	55	0	0	2	0	0	296
Critical Gap Module:												
Critical Gp:	xxxxxx	xxxxx	6.2	xxxxx	xxxxx	6.2						
FollowUpTim:	xxxxxx	xxxxx	3.3	xxxxx	xxxxx	3.3						
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxx	xxxx	xxxx	341	xxxx	xxxx	276
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxx	xxxx	xxxx	706	xxxx	xxxx	768
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxx	xxxx	xxxx	706	xxxx	xxxx	768
Volume/Cap:	xxxx	0.00	xxxx	xxxx	0.39							
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.0	xxxx	xxxx	1.8
Control Del:	xxxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxx	xxxx	10.1	xxxxx	xxxx	12.6
LOS by Move:	*	*	*	*	*	*	*	*	B	*	*	B
Movement:	LT - LTR - RT											
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
SharedQueue:	xxxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx		xxxxxx						10.1			12.6
ApproachLOS:	*		*		*		*		B			B

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*

Intersection #2 Castro St / Evelyn Ave

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

	North Bound	South Bound	East Bound	West Bound
Approach:	L - T - R	L - T - R	L - T - R	L - T - R
Movement:				
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1 0 1	0 0 1 0 1	0 0 0 0 1	0 0 0 0 1
Initial Vol:	0 276 18	0 341 55	0 0 2	0 0 296
ApproachDel:	xxxxxx	xxxxxx	10.1	12.6

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=2]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=988]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=1.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=296]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=988]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

#### SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

#### Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*

Intersection #2 Castro St / Evelyn Ave

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

	North Bound	South Bound	East Bound	West Bound
Approach:	L - T - R	L - T - R	L - T - R	L - T - R
Movement:				
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1 0 1	0 0 1 0 1	0 0 0 0 1	0 0 0 0 1
Initial Vol:	0 276 18	0 341 55	0 0 2	0 0 296

Major Street Volume: 690

Minor Approach Volume: 296

Minor Approach Volume Threshold: 413

#### SIGNAL WARRANT DISCLAIMER

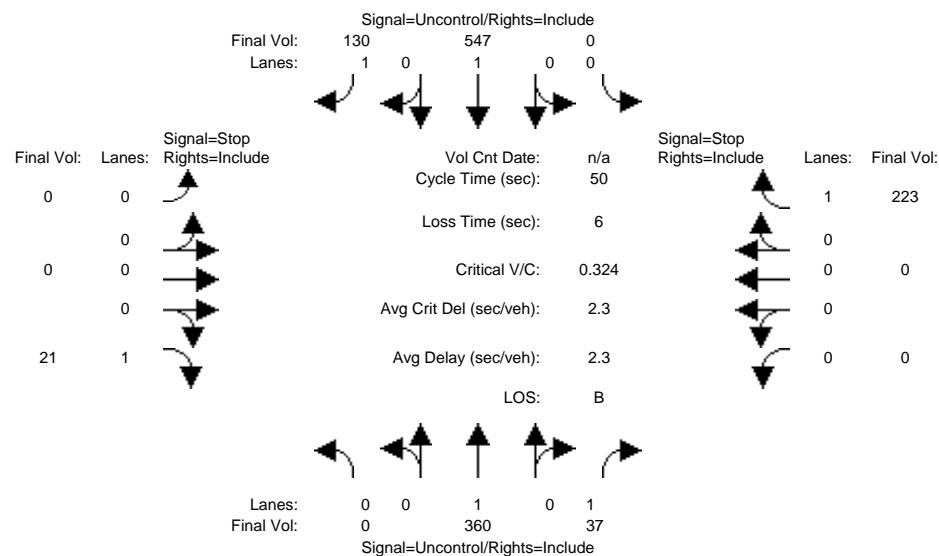
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

455 W. Evelyn Redevelopment  
---Mountain View---  
-California-

Level of Service Computation Report  
2000 HCM Unsignalized (Future Volume Alternative)  
Existing PM

## Intersection #2: Castro St / Evelyn Ave



Street Name: Castro Street	Evelyn Avenue
Approach: North Bound	South Bound
Movement: L - T - R	L - T - R
----- ----- ----- ----- ----- ----- ----- -----	

## Volume Module:

Base Vol:	0 360 37 0 547 130 0 0 21 0 0 223
Growth Adj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:	0 360 37 0 547 130 0 0 21 0 0 223
Added Vol:	0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol:	0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut:	0 360 37 0 547 130 0 0 21 0 0 223
User Adj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:	0 360 37 0 547 130 0 0 21 0 0 223
Reduct Vol:	0 0 0 0 0 0 0 0 0 0 0 0
FinalVolume:	0 360 37 0 547 130 0 0 21 0 0 223
----- ----- ----- ----- ----- ----- ----- -----	

## Critical Gap Module:

Critical Gp:	xxxxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 6.2 xxxx xxxx 6.2
FollowUpTim:	xxxxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 3.3 xxxx xxxx 3.3
----- ----- ----- ----- ----- ----- ----- -----	

## Capacity Module:

Cnflict Vol:	xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 547 xxxx xxxx 360
Potent Cap.:	xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 541 xxxx xxxx 689
Move Cap.:	xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 541 xxxx xxxx 689
Volume/Cap:	xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 0.04 xxxx xxxx 0.32
----- ----- ----- ----- ----- ----- ----- -----	

## Level Of Service Module:

2Way95thQ:	xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 0.1 xxxx xxxx 1.4
Control Del:	xxxxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 11.9 xxxx xxxx 12.7
LOS by Move:	* * * * * * * * B * * B
Movement:	LT - LTR - RT
Shared Cap.:	xxxx
SharedQueue:	xxxxxx xxxx
Shrd ConDel:	xxxxxx xxxx
Shared LOS:	* * * * * * * * * * * *
ApproachDel:	xxxxxx xxxxxxxx 11.9 12.7
ApproachLOS:	* * B B

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*

Intersection #2 Castro St / Evelyn Ave

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

	North Bound	South Bound	East Bound	West Bound
Approach:	L - T - R	L - T - R	L - T - R	L - T - R
Movement:				
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1 0 1	0 0 1 0 1	0 0 0 0 1	0 0 0 0 1
Initial Vol:	0 360 37	0 547 130	0 0 21	0 0 223
ApproachDel:	xxxxxx	xxxxxx	11.9	12.7

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=21]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1318]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.8]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=223]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1318]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

#### SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

#### Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*

Intersection #2 Castro St / Evelyn Ave

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

	North Bound	South Bound	East Bound	West Bound
Approach:	L - T - R	L - T - R	L - T - R	L - T - R
Movement:				
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1 0 1	0 0 1 0 1	0 0 0 0 1	0 0 0 0 1
Initial Vol:	0 360 37	0 547 130	0 0 21	0 0 223

Major Street Volume: 1074

Minor Approach Volume: 223

Minor Approach Volume Threshold: 260

#### SIGNAL WARRANT DISCLAIMER

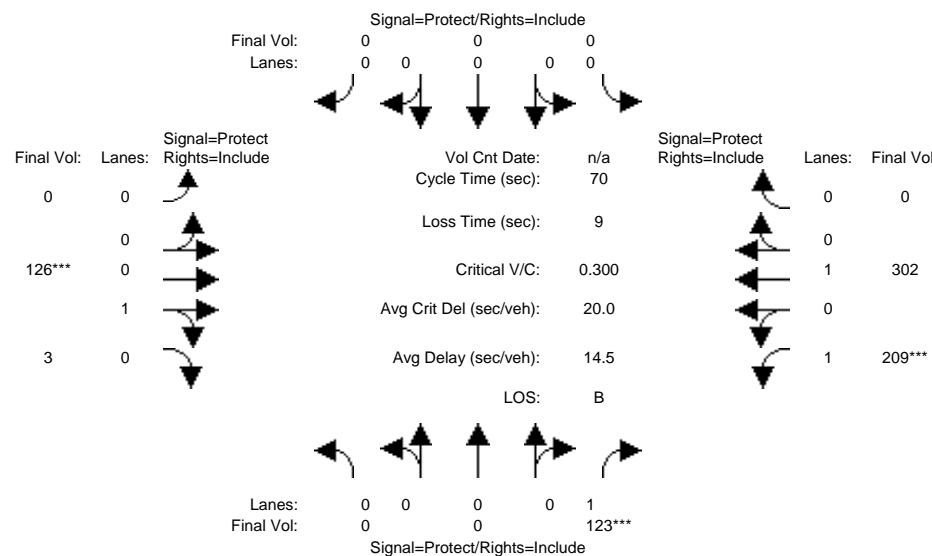
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

455 W. Evelyn Redevelopment  
---Mountain View---  
-California-

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM

## Intersection #3: Bush St / Evelyn Ave



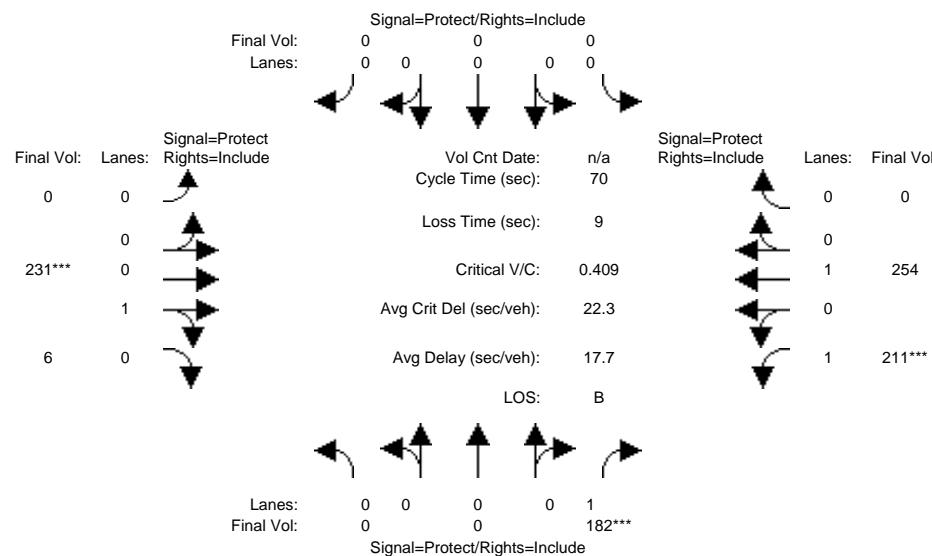
Street Name: Bush Street Evelyn Avenue															
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	7 10		10 0		0 0		0 7		10 10		7 10		10 10		
Y+R:	4.0 4.0		4.0 4.0		4.0 4.0		4.0 4.0		4.0 4.0		4.0 4.0		4.0 4.0		
Volume Module:	<hr/>														
Base Vol:	0	0	123	0	0	0	0	0	126	3	209	302	0		
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:	0	0	123	0	0	0	0	0	126	3	209	302	0		
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0		
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0		
Initial Fut:	0	0	123	0	0	0	0	0	126	3	209	302	0		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	0	0	123	0	0	0	0	0	126	3	209	302	0		
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	0	0	123	0	0	0	0	0	126	3	209	302	0		
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
FinalVolume:	0	0	123	0	0	0	0	0	126	3	209	302	0		
Saturation Flow Module:	<hr/>														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92			
Lanes:	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.98	0.02	1.00	1.00	0.00			
Final Sat.:	0	0	1750	0	0	0	0	1758	42	1750	1900	0			
Capacity Analysis Module:	<hr/>														
Vol/Sat:	0.00	0.00	0.07	0.00	0.00	0.00	0.00	0.07	0.07	0.12	0.16	0.00			
Crit Moves:	****						****								
Green Time:	0.0	0.0	16.4	0.0	0.0	0.0	0.0	16.7	16.7	27.9	44.6	0.0			
Volume/Cap:	0.00	0.00	0.30	0.00	0.00	0.00	0.00	0.30	0.30	0.30	0.25	0.00			
Delay/Veh:	0.0	0.0	23.9	0.0	0.0	0.0	0.0	23.6	23.6	15.5	6.0	0.0			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	0.0	0.0	23.9	0.0	0.0	0.0	0.0	23.6	23.6	15.5	6.0	0.0			
LOS by Move:	A	A	C	A	A	A	A	C	C	B	A	A			
HCM2kAvgQ:	0	0	3	0	0	0	0	3	3	3	3	0			

Note: Queue reported is the number of cars per lane.

455 W. Evelyn Redevelopment  
---Mountain View---  
-California-

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM

## Intersection #3: Bush St / Evelyn Ave



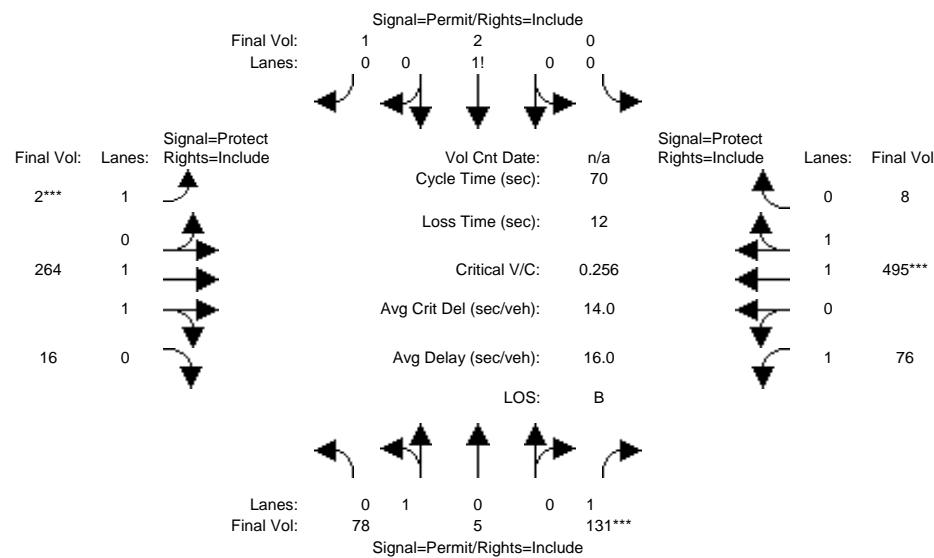
Street Name: Bush Street Evelyn Avenue														
Approach:	North Bound			South Bound			East Bound			West Bound				
	L	-	T	-	R	L	-	T	-	R	L	-	T	-
Min. Green:	7 10		10 0		0 0		0 7		10 10		7 10		10 10	
Y+R:	4.0 4.0		4.0 4.0		4.0 4.0		4.0 4.0		4.0 4.0		4.0 4.0		4.0 4.0	
Volume Module:														
Base Vol:	0	0	182	0	0	0	0	0	231	6	211	254	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	0	0	182	0	0	0	0	0	231	6	211	254	0	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	0	0	182	0	0	0	0	0	231	6	211	254	0	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	0	0	182	0	0	0	0	0	231	6	211	254	0	
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	0	0	182	0	0	0	0	0	231	6	211	254	0	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	0	0	182	0	0	0	0	0	231	6	211	254	0	
Saturation Flow Module:														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92		
Lanes:	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.97	0.03	1.00	1.00	0.00		
Final Sat.:	0	0	1750	0	0	0	0	1754	46	1750	1900	0		
Capacity Analysis Module:														
Vol/Sat:	0.00	0.00	0.10	0.00	0.00	0.00	0.00	0.13	0.13	0.12	0.13	0.00		
Crit Moves:	****						****							
Green Time:	0.0	0.0	17.8	0.0	0.0	0.0	0.0	22.5	22.5	20.6	43.2	0.0		
Volume/Cap:	0.00	0.00	0.41	0.00	0.00	0.00	0.00	0.41	0.41	0.41	0.22	0.00		
Delay/Veh:	0.0	0.0	24.5	0.0	0.0	0.0	0.0	20.7	20.7	22.2	6.3	0.0		
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
AdjDel/Veh:	0.0	0.0	24.5	0.0	0.0	0.0	0.0	20.7	20.7	22.2	6.3	0.0		
LOS by Move:	A	A	C	A	A	A	A	C+	C+	C+	A	A		
HCM2kAvgQ:	0	0	4	0	0	0	0	4	4	4	2	0		

Note: Queue reported is the number of cars per lane.

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## Intersection #4: Calderon Ave / Evelyn Ave



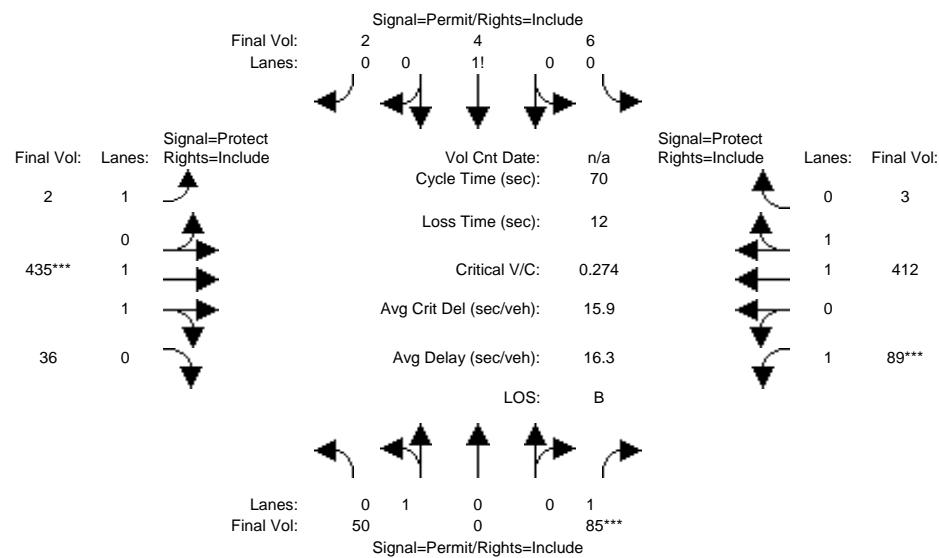
Street Name: Calderon Avenue Evelyn Avenue														
Approach:	North Bound			South Bound			East Bound			West Bound				
	L	-	T	-	R	L	-	T	-	R	L	-	T	-
Min. Green:	7	10	10	7	10	10	7	10	10	10	7	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:														
Base Vol:	78	5	131	0	2	1	2	264	16	76	495	8		
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:	78	5	131	0	2	1	2	264	16	76	495	8		
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0		
Initial Fut:	78	5	131	0	2	1	2	264	16	76	495	8		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	78	5	131	0	2	1	2	264	16	76	495	8		
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	78	5	131	0	2	1	2	264	16	76	495	8		
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
FinalVolume:	78	5	131	0	2	1	2	264	16	76	495	8		
Saturation Flow Module:														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Adjustment:	0.95	0.95	0.92	0.92	0.95	0.95	0.92	0.98	0.95	0.92	0.97	0.95		
Lanes:	0.94	0.06	1.00	0.00	0.67	0.33	1.00	1.88	0.12	1.00	1.97	0.03		
Final Sat.:	1692	108	1750	0	1200	600	1750	3488	211	1750	3641	59		
Capacity Analysis Module:														
Vol/Sat:	0.05	0.05	0.07	0.00	0.00	0.00	0.00	0.08	0.08	0.04	0.14	0.14		
Crit Moves:														
Green Time:	18.1	18.1	18.1	0.0	18.1	18.1	7.0	23.5	23.5	16.4	32.9	32.9		
Volume/Cap:	0.18	0.18	0.29	0.00	0.01	0.01	0.01	0.23	0.23	0.19	0.29	0.29		
Delay/Veh:	21.0	21.0	22.4	0.0	19.3	19.3	28.5	17.2	17.2	22.4	11.8	11.8		
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
AdjDel/Veh:	21.0	21.0	22.4	0.0	19.3	19.3	28.5	17.2	17.2	22.4	11.8	11.8		
LOS by Move:	C+	C+	C+	A	B-	B-	C	B	B	C+	B+	B+		
HCM2kAvgQ:	2	2	3	0	0	0	0	2	2	2	3	3		

Note: Queue reported is the number of cars per lane.

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## Intersection #4: Calderon Ave / Evelyn Ave



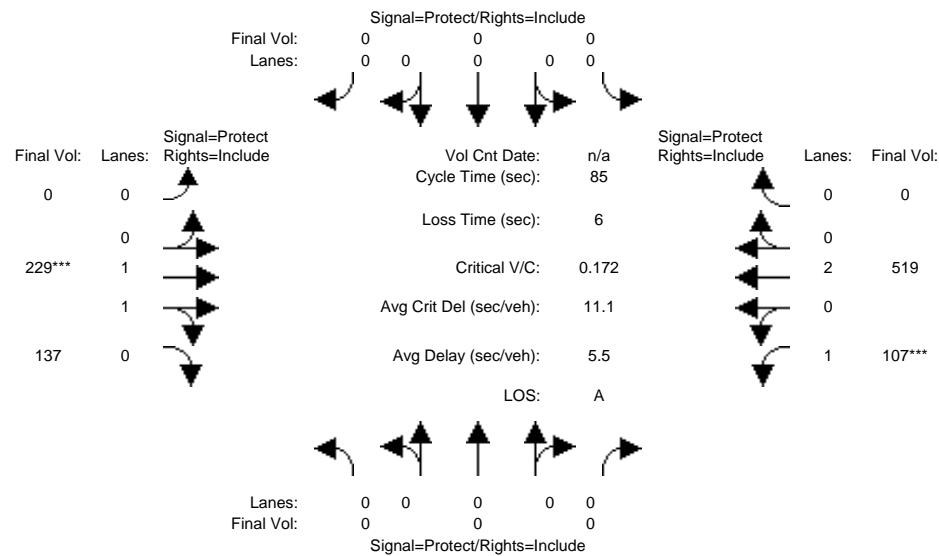
Street Name: Calderon Avenue Evelyn Avenue																
Approach:	North Bound			South Bound			East Bound			West Bound						
	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
Min. Green:	7		10	10		7	10	10		7	10	10		7	10	10
Y+R:	4.0		4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0
Volume Module:	<hr/>															
Base Vol:	50	0	85	6	4	2	2	435	36	89	412	3				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	50	0	85	6	4	2	2	435	36	89	412	3				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	50	0	85	6	4	2	2	435	36	89	412	3				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	50	0	85	6	4	2	2	435	36	89	412	3				
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	50	0	85	6	4	2	2	435	36	89	412	3				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	50	0	85	6	4	2	2	435	36	89	412	3				
Saturation Flow Module:	<hr/>															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.97	0.95				
Lanes:	1.00	0.00	1.00	0.50	0.33	0.17	1.00	1.84	0.16	1.00	1.99	0.01				
Final Sat.:	1800	0	1750	875	583	292	1750	3417	283	1750	3673	27				
Capacity Analysis Module:	<hr/>															
Vol/Sat:	0.03	0.00	0.05	0.01	0.01	0.01	0.00	0.13	0.13	0.05	0.11	0.11				
Crit Moves:	*****						*****									
Green Time:	12.4	0.0	12.4	12.4	12.4	12.4	18.8	32.6	32.6	13.0	26.8	26.8				
Volume/Cap:	0.16	0.00	0.27	0.04	0.04	0.04	0.00	0.27	0.27	0.27	0.29	0.29				
Delay/Veh:	25.4	0.0	27.1	24.1	24.1	24.1	18.8	11.9	11.9	26.5	15.5	15.5				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	25.4	0.0	27.1	24.1	24.1	24.1	18.8	11.9	11.9	26.5	15.5	15.5				
LOS by Move:	C	A	C	C	C	C	B-	B+	B+	C	B	B				
HCM2kAvgQ:	1	0	2	0	0	0	0	3	3	2	3	3				

Note: Queue reported is the number of cars per lane.

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Intersection #5: SR-85 SB On-Ramp / Evelyn Ave



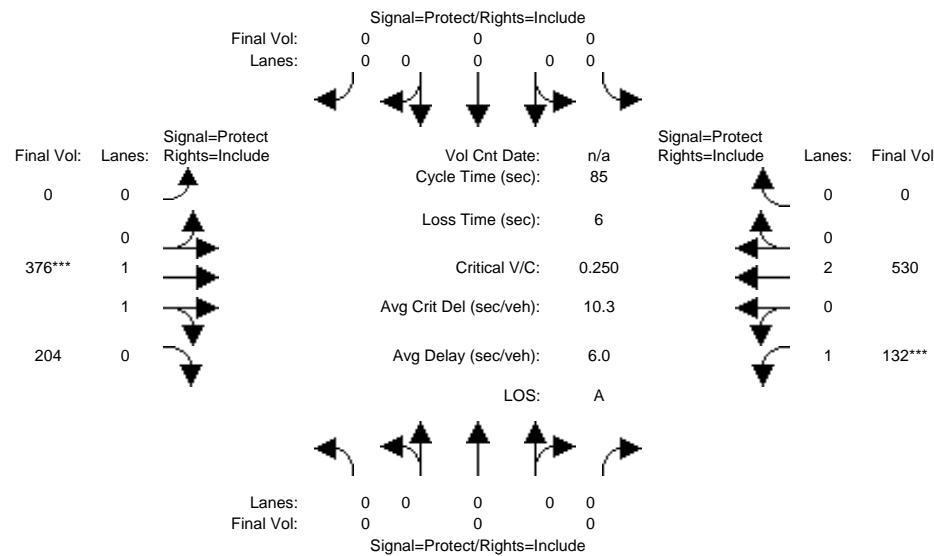
Note: Queue reported is the number of cars per lane.

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2000 HCM Operations (Future Volume Alternative)  
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Intersection #5: SR-85 SB On-Ramp / Evelyn Ave



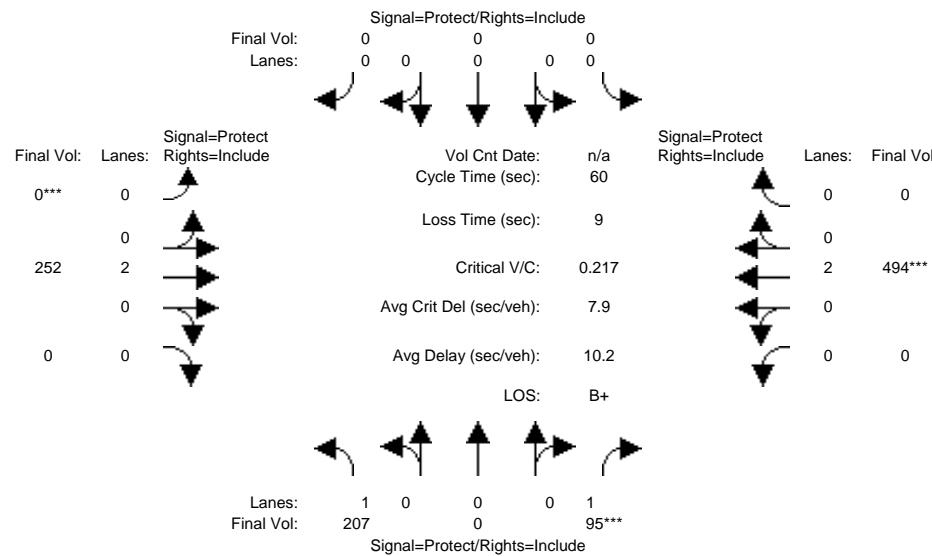
Street Name:	SR-85 SB On-Ramp						Evelyn Avenue								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	0 0		0 0		0 0		0 10		10 7		10 0				
Y+R:	4.0 4.0		4.0 4.0		4.0 4.0		4.0 4.0		4.0 4.0		4.0 4.0				
Volume Module:															
Base Vol:	0	0	0	0	0	0	0	376	204	132	530	0			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	0	0	0	0	0	0	0	376	204	132	530	0			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	0	0	0	0	0	0	0	376	204	132	530	0			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	0	0	0	0	0	0	0	376	204	132	530	0			
Reducet Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	0	0	0	0	0	0	0	376	204	132	530	0			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	0	0	0	0	0	0	0	376	204	132	530	0			
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92			
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.28	0.72	1.00	2.00	0.00			
Final Sat.:	0	0	0	0	0	0	0	2398	1301	1750	3800	0			
Capacity Analysis Module:															
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.16	0.16	0.08	0.14	0.00			
Crit Moves:															
Green Time:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	53.3	53.3	25.7	79.0	0.0			
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.25	0.25	0.15	0.00			
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.2	7.2	23.5	0.3	0.0			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.2	7.2	23.5	0.3	0.0			
LOS by Move:	A	A	A	A	A	A	A	A	A	C	A	A			
HCM2kAvgQ:	0	0	0	0	0	0	0	3	3	3	1	0			

Note: Queue reported is the number of cars per lane.

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Intersection #6: SR-85 NB Off-Ramp / Evelyn Ave

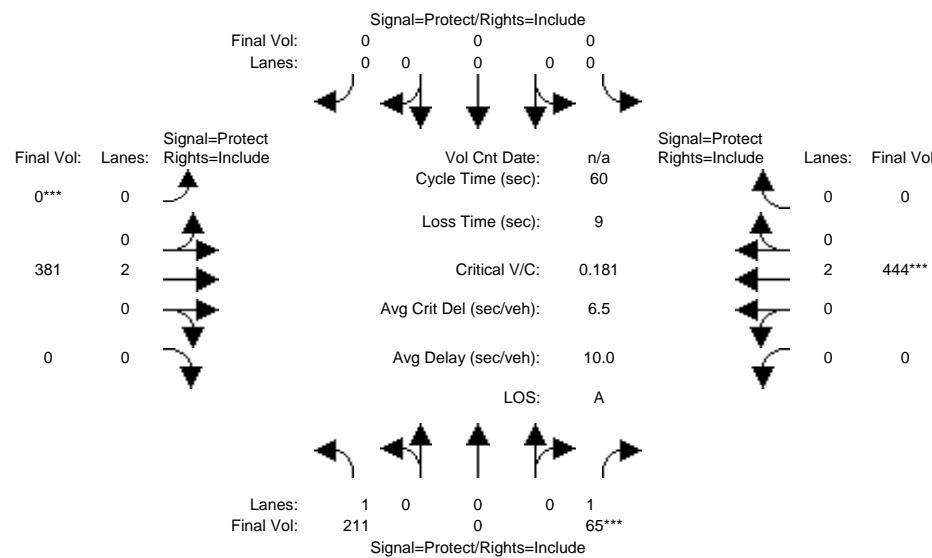


Note: Queue reported is the number of cars per lane.

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Intersection #6: SR-85 NB Off-Ramp / Evelyn Ave



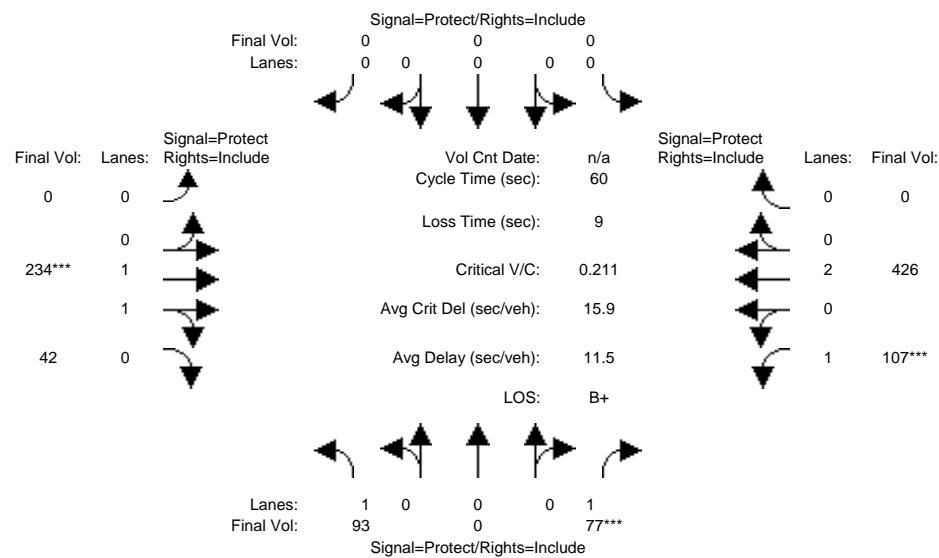
Street Name: SR-85 NB Off-Ramp Evelyn Avenue															
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	7 10		10 7		10 10		7 10		10 10		7 10		10 10		
Y+R:	4.0 4.0		4.0 4.0		4.0 4.0		4.0 4.0		4.0 4.0		4.0 4.0		4.0 4.0		
Volume Module:	<hr/>														
Base Vol:	211	0	65	0	0	0	0	381	0	0	444	0			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	211	0	65	0	0	0	0	381	0	0	444	0			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	211	0	65	0	0	0	0	381	0	0	444	0			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	211	0	65	0	0	0	0	381	0	0	444	0			
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	211	0	65	0	0	0	0	381	0	0	444	0			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	211	0	65	0	0	0	0	381	0	0	444	0			
Saturation Flow Module:	<hr/>														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92			
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00			
Final Sat.:	1750	0	1750	0	0	0	0	3800	0	0	3800	0			
Capacity Analysis Module:	<hr/>														
Vol/Sat:	0.12	0.00	0.04	0.00	0.00	0.00	0.00	0.10	0.00	0.00	0.12	0.00			
Crit Moves:	*****						*****								
Green Time:	12.3	0.0	12.3	0.0	0.0	0.0	0.0	38.7	0.0	0.0	38.7	0.0			
Volume/Cap:	0.59	0.00	0.18	0.00	0.00	0.00	0.00	0.16	0.00	0.00	0.18	0.00			
Delay/Veh:	28.5	0.0	20.8	0.0	0.0	0.0	0.0	4.3	0.0	0.0	4.4	0.0			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	28.5	0.0	20.8	0.0	0.0	0.0	0.0	4.3	0.0	0.0	4.4	0.0			
LOS by Move:	C	A	C+	A	A	A	A	A	A	A	A	A			
HCM2kAvgQ:	5	0	1	0	0	0	0	1	0	0	2	0			

Note: Queue reported is the number of cars per lane.

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Intersection #7: Ferry Morse Wy / Evelyn Ave



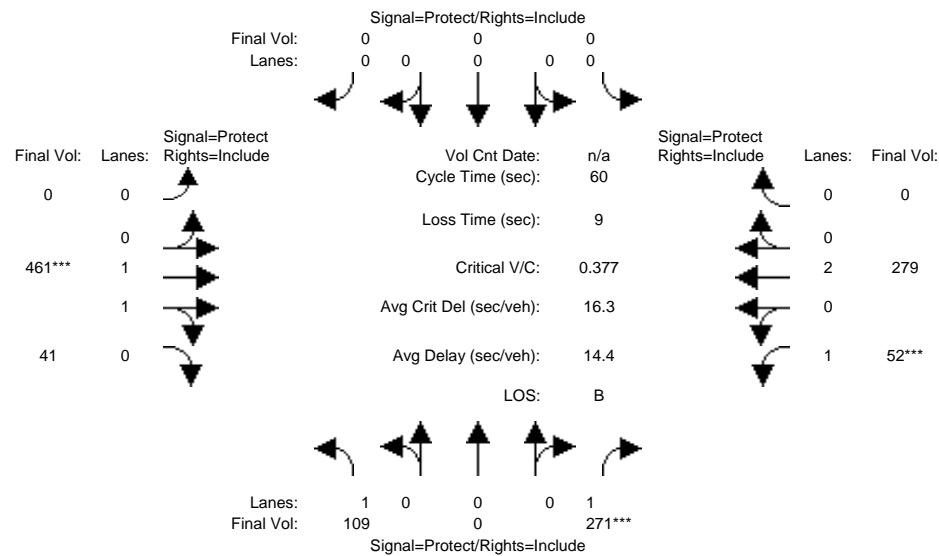
Street Name: Ferry Morse Way Evelyn Avenue Approach: North Bound South Bound East Bound West Bound Movement: L - T - R L - T - R L - T - R L - T - R												
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
<hr/>												
Volume Module:	93	0	77	0	0	0	0	234	42	107	426	
Base Vol:	93	0	77	0	0	0	0	234	42	107	426	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	93	0	77	0	0	0	0	234	42	107	426	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	93	0	77	0	0	0	0	234	42	107	426	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	93	0	77	0	0	0	0	234	42	107	426	
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	93	0	77	0	0	0	0	234	42	107	426	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	93	0	77	0	0	0	0	234	42	107	426	
<hr/>												
Saturation Flow Module:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	1.69	0.31	1.00	2.00	0.00	
Final Sat.:	1750	0	1750	0	0	0	0	3137	563	1750	3800	
<hr/>												
Capacity Analysis Module:	0.05	0.00	0.04	0.00	0.00	0.00	0.00	0.07	0.07	0.06	0.11	
Vol/Sat:	0.05	0.00	0.04	0.00	0.00	0.00	0.00	0.07	0.07	0.06	0.11	
Crit Moves:	*****						*****					
Green Time:	12.5	0.0	12.5	0.0	0.0	0.0	0.0	21.2	21.2	17.3	38.5	0.0
Volume/Cap:	0.26	0.00	0.21	0.00	0.00	0.00	0.00	0.21	0.21	0.21	0.17	0.00
Delay/Veh:	21.6	0.0	21.0	0.0	0.0	0.0	0.0	13.9	13.9	17.1	4.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.6	0.0	21.0	0.0	0.0	0.0	0.0	13.9	13.9	17.1	4.5	0.0
LOS by Move:	C+	A	C+	A	A	A	A	B	B	B	A	A
HCM2kAvgQ:	2	0	1	0	0	0	0	2	2	2	2	0

Note: Queue reported is the number of cars per lane.

455 W. Evelyn Redevelopment  
---Mountain View---  
-California-

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM

Intersection #7: Ferry Morse Wy / Evelyn Ave



Street Name: Ferry Morse Way Evelyn Avenue															
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	7	0	10	0	0	0	0	10	10	7	10	0			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Volume Module:															
Base Vol:	109	0	271	0	0	0	0	461	41	52	279	0			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	109	0	271	0	0	0	0	461	41	52	279	0			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	109	0	271	0	0	0	0	461	41	52	279	0			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	109	0	271	0	0	0	0	461	41	52	279	0			
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	109	0	271	0	0	0	0	461	41	52	279	0			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	109	0	271	0	0	0	0	461	41	52	279	0			
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92			
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.83	0.17	1.00	2.00	0.00			
Final Sat.:	1750	0	1750	0	0	0	0	3398	302	1750	3800	0			
Capacity Analysis Module:															
Vol/Sat:	0.06	0.00	0.15	0.00	0.00	0.00	0.00	0.14	0.14	0.03	0.07	0.00			
Crit Moves:	*****						*****						****		
Green Time:	23.5	0.0	23.5	0.0	0.0	0.0	0.0	20.5	20.5	7.0	27.5	0.0			
Volume/Cap:	0.16	0.00	0.40	0.00	0.00	0.00	0.00	0.40	0.40	0.25	0.16	0.00			
Delay/Veh:	12.4	0.0	14.9	0.0	0.0	0.0	0.0	15.9	15.9	27.1	9.7	0.0			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	12.4	0.0	14.9	0.0	0.0	0.0	0.0	15.9	15.9	27.1	9.7	0.0			
LOS by Move:	B	A	B	A	A	A	A	B	B	C	A	A			
HCM2kAvgQ:	1	0	4	0	0	0	0	4	4	1	2	0			

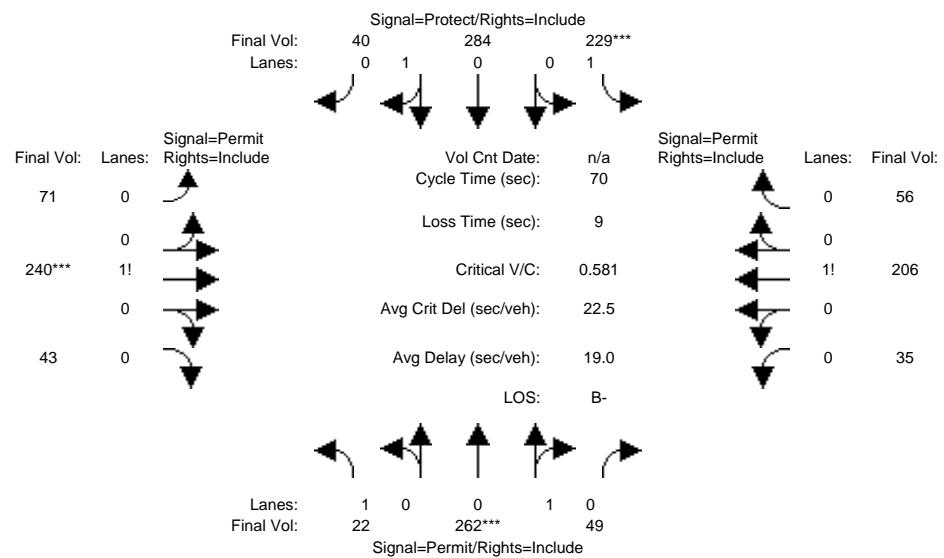
Note: Queue reported is the number of cars per lane.



455 W. Evelyn Redevelopment  
---Mountain View---  
-California-

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM

## Intersection #8: Castro St / Villa St



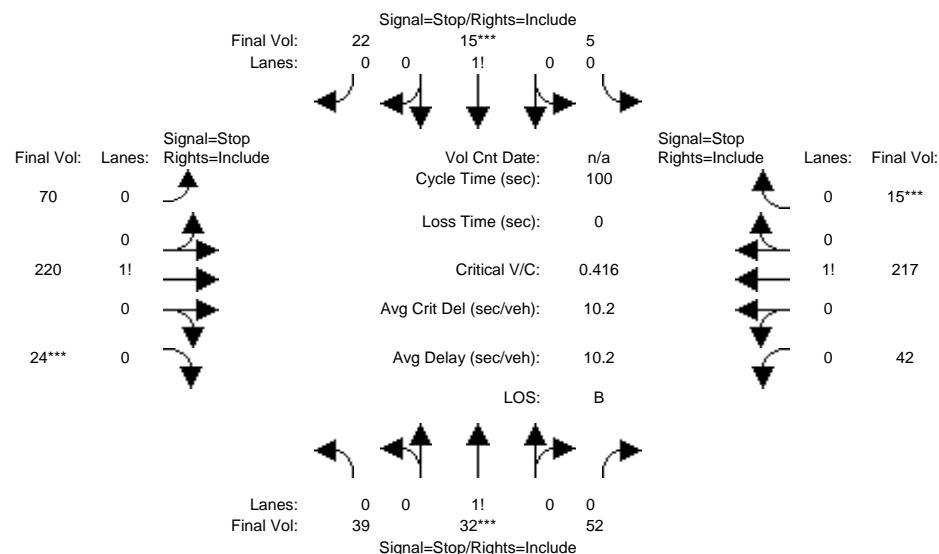
Street Name: Castro Street Villa Street																
Approach:	North Bound			South Bound			East Bound			West Bound						
	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
Min. Green:	10		10		10		7		10		10		10		10	
Y+R:	4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0	
Volume Module:																
Base Vol:	22	262	49	229	284	40	71	240	43	35	206	56				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	22	262	49	229	284	40	71	240	43	35	206	56				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	22	262	49	229	284	40	71	240	43	35	206	56				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	22	262	49	229	284	40	71	240	43	35	206	56				
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	22	262	49	229	284	40	71	240	43	35	206	56				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	22	262	49	229	284	40	71	240	43	35	206	56				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92				
Lanes:	1.00	0.84	0.16	1.00	0.88	0.12	0.20	0.68	0.12	0.12	0.69	0.19				
Final Sat.:	1750	1516	284	1750	1578	222	351	1186	213	206	1214	330				
Capacity Analysis Module:																
Vol/Sat:	0.01	0.17	0.17	0.13	0.18	0.18	0.20	0.20	0.20	0.17	0.17	0.17				
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****				
Green Time:	20.8	20.8	20.8	15.8	36.6	36.6	24.4	24.4	24.4	24.4	24.4	24.4				
Volume/Cap:	0.04	0.58	0.58	0.58	0.34	0.34	0.58	0.58	0.58	0.49	0.49	0.49				
Delay/Veh:	17.5	22.5	22.5	26.3	9.9	9.9	20.0	20.0	20.0	18.5	18.5	18.5				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	17.5	22.5	22.5	26.3	9.9	9.9	20.0	20.0	20.0	18.5	18.5	18.5				
LOS by Move:	B	C+	C+	C	A	A	C+	C+	C+	B-	B-	B-				
HCM2kAvgQ:	0	7	7	6	4	4	7	7	7	6	6	6				

Note: Queue reported is the number of cars per lane.

455 W. Evelyn Redevelopment  
---Mountain View---  
-California-

Level Of Service Computation Report  
2000 HCM 4-Way Stop (Future Volume Alternative)  
Existing AM

Intersection #9: Hope St / Villa St



Street Name: Hope Street Villa Street															
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Volume Module:															
Base Vol:	39	32	52	5	15	22	70	220	24	42	217	15			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	39	32	52	5	15	22	70	220	24	42	217	15			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	39	32	52	5	15	22	70	220	24	42	217	15			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	39	32	52	5	15	22	70	220	24	42	217	15			
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	39	32	52	5	15	22	70	220	24	42	217	15			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	39	32	52	5	15	22	70	220	24	42	217	15			
Saturation Flow Module:															
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	0.32	0.26	0.42	0.12	0.36	0.52	0.22	0.70	0.08	0.15	0.80	0.05			
Final Sat.:	205	168	274	75	224	328	168	529	58	114	591	41			
Capacity Analysis Module:															
Vol/Sat:	0.19	0.19	0.19	0.07	0.07	0.07	0.42	0.42	0.42	0.37	0.37	0.37			
Crit Moves:	****	****	****				****	****	****	****	****	****			
Delay/Veh:	9.1	9.1	9.1	8.4	8.4	8.4	10.7	10.7	10.7	10.2	10.2	10.2			
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	9.1	9.1	9.1	8.4	8.4	8.4	10.7	10.7	10.7	10.2	10.2	10.2			
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B			
ApproachDel:	9.1			8.4			10.7			10.2					
Delay Adj:	1.00			1.00			1.00			1.00					
ApprAdjDel:	9.1			8.4			10.7			10.2					
LOS by Appr:	A			A			B			B					
AllWayAvgQ:	0.2	0.2	0.2	0.1	0.1	0.1	0.7	0.7	0.7	0.5	0.5	0.5			

Note: Queue reported is the number of cars per lane.

Peak Hour Volume Signal Warrant Report [Urban]

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Intersection #9 Hope St / Villa St

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

	North Bound	South Bound	East Bound	West Bound
Approach:	L - T - R	L - T - R	L - T - R	L - T - R
Movement:	Stop Sign	Stop Sign	Stop Sign	Stop Sign
Lanes:	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0
Initial Vol:	39 32 52 5 15	22 70 220 24	42 217 15	

Major Street Volume: 588  
Minor Approach Volume: 123  
Minor Approach Volume Threshold: 361

#### SIGNAL WARRANT DISCLAIMER

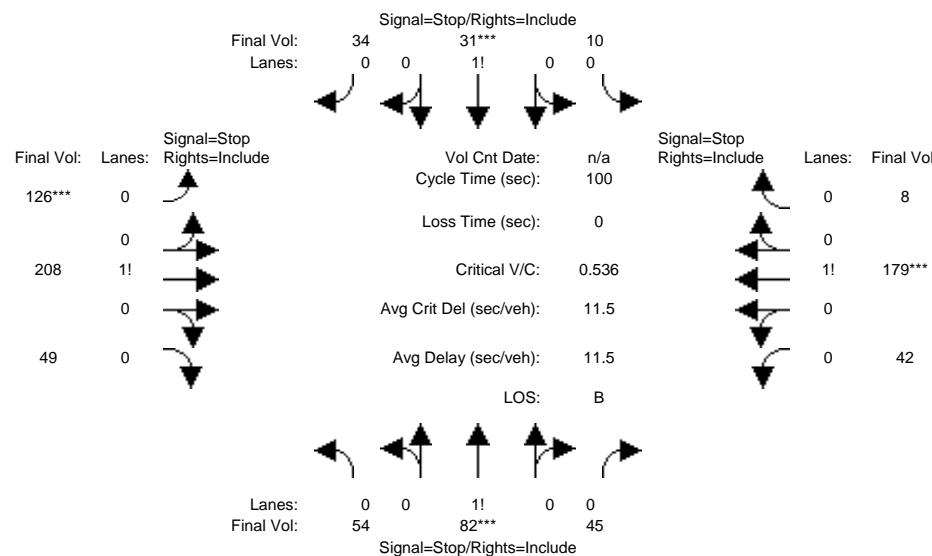
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

455 W. Evelyn Redevelopment  
---Mountain View---  
-California-

Level Of Service Computation Report  
2000 HCM 4-Way Stop (Future Volume Alternative)  
Existing PM

Intersection #9: Hope St / Villa St



Street Name: Hope Street Villa Street															
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	0 0		0 0		0 0		0 0		0 0		0 0		0 0		
Volume Module:															
Base Vol:	54	82	45	10	31	34	126	208	49	42	179	8			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	54	82	45	10	31	34	126	208	49	42	179	8			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	54	82	45	10	31	34	126	208	49	42	179	8			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	54	82	45	10	31	34	126	208	49	42	179	8			
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	54	82	45	10	31	34	126	208	49	42	179	8			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	54	82	45	10	31	34	126	208	49	42	179	8			
Saturation Flow Module:															
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	0.30	0.45	0.25	0.13	0.41	0.46	0.33	0.54	0.13	0.18	0.79	0.03			
Final Sat.:	184	279	153	78	243	266	235	388	91	123	526	24			
Capacity Analysis Module:															
Vol/Sat:	0.29	0.29	0.29	0.13	0.13	0.13	0.54	0.54	0.54	0.34	0.34	0.34			
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****			
Delay/Veh:	10.4	10.4	10.4	9.1	9.1	9.1	13.0	13.0	13.0	10.5	10.5	10.5			
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	10.4	10.4	10.4	9.1	9.1	9.1	13.0	13.0	13.0	10.5	10.5	10.5			
LOS by Move:	B	B	B	A	A	A	B	B	B	B	B	B			
ApproachDel:	10.4			9.1			13.0					10.5			
Delay Adj:	1.00			1.00			1.00					1.00			
ApprAdjDel:	10.4			9.1			13.0					10.5			
LOS by Appr:	B			A			B					B			
AllWayAvgQ:	0.3	0.3	0.3	0.1	0.1	0.1	1.0	1.0	1.0	0.5	0.5	0.5			

Note: Queue reported is the number of cars per lane.

Peak Hour Volume Signal Warrant Report [Urban]

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Intersection #9 Hope St / Villa St  
\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

	North Bound	South Bound	East Bound	West Bound
Approach:	L - T - R	L - T - R	L - T - R	L - T - R
Movement:				
Control:	Stop Sign	Stop Sign	Stop Sign	Stop Sign
Lanes:	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0
Initial Vol:	54 82 45 10	31 34 126 208	49 42 179 8	
Major Street Volume:	612			
Minor Approach Volume:	181			
Minor Approach Volume Threshold:	350			

#### SIGNAL WARRANT DISCLAIMER

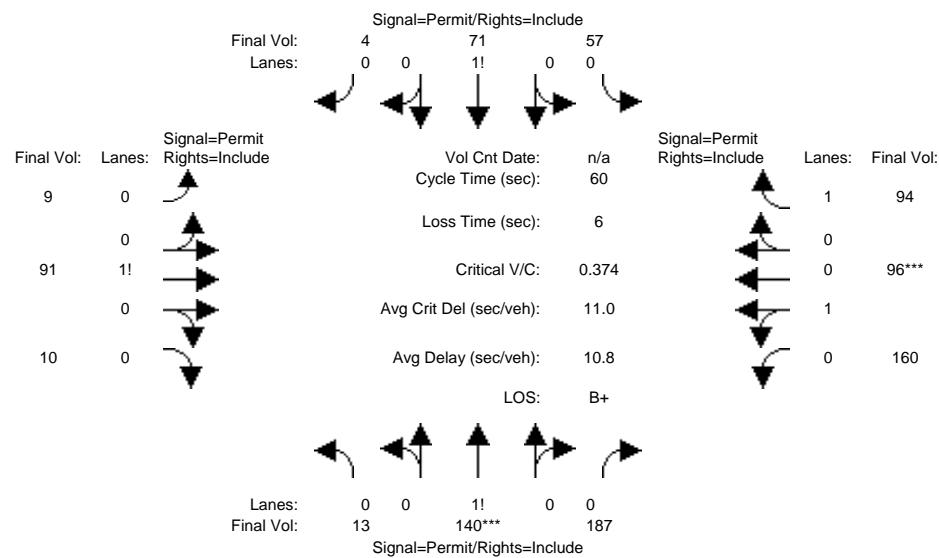
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

455 W. Evelyn Redevelopment  
---Mountain View---  
-California-

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing AM

## Intersection #10: Calderon Ave / Dana St



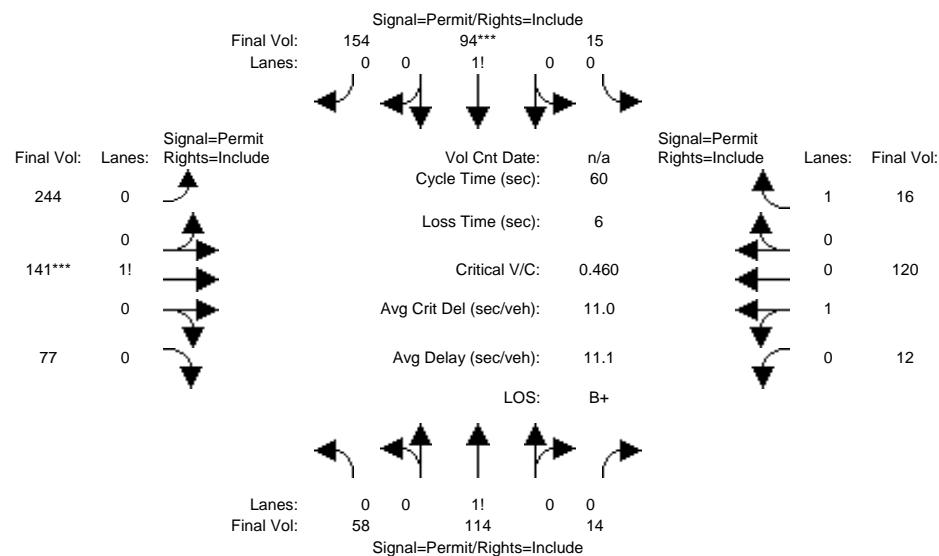
Street Name: Calderon Avenue Dana Street															
Approach: North Bound South Bound				East Bound West Bound											
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10	10	10	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Volume Module:															
Base Vol:	13	140	187	57	71	4	9	91	10	160	96	94			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:	13	140	187	57	71	4	9	91	10	160	96	94			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0		
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0		
Initial Fut:	13	140	187	57	71	4	9	91	10	160	96	94			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	13	140	187	57	71	4	9	91	10	160	96	94			
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	13	140	187	57	71	4	9	91	10	160	96	94			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
FinalVolume:	13	140	187	57	71	4	9	91	10	160	96	94			
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92		
Lanes:	0.04	0.41	0.55	0.43	0.54	0.03	0.08	0.83	0.09	0.63	0.37	1.00			
Final Sat.:	67	721	963	756	941	53	143	1448	159	1125	675	1750			
Capacity Analysis Module:															
Vol/Sat:	0.19	0.19	0.19	0.08	0.08	0.08	0.06	0.06	0.06	0.14	0.14	0.05			
Crit Moves:	*****														
Green Time:	31.2	31.2	31.2	31.2	31.2	31.2	22.8	22.8	22.8	22.8	22.8	22.8			
Volume/Cap:	0.37	0.37	0.37	0.15	0.15	0.15	0.17	0.17	0.17	0.37	0.37	0.14			
Delay/Veh:	8.9	8.9	8.9	7.6	7.6	7.6	12.4	12.4	12.4	12.4	13.8	13.8	12.3		
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
AdjDel/Veh:	8.9	8.9	8.9	7.6	7.6	7.6	12.4	12.4	12.4	12.4	13.8	13.8	12.3		
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B			
HCM2kAvgQ:	4	4	4	1	1	1	2	2	2	4	4	1			

Note: Queue reported is the number of cars per lane.

455 W. Evelyn Redevelopment  
---Mountain View---  
-California-

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM

## Intersection #10: Calderon Ave / Dana St



Street Name: Calderon Avenue Dana Street														
Approach:	North Bound			South Bound			East Bound			West Bound				
	L	-	T	-	R	L	-	T	-	R	L	-	T	-
Min. Green:	10 10		10 10		10 10		10 10		10 10		10 10		10 10	
Y+R:	4.0 4.0		4.0 4.0		4.0 4.0		4.0 4.0		4.0 4.0		4.0 4.0		4.0 4.0	
Volume Module:														
Base Vol:	58	114	14	15	94	154	244	141	77	12	120	16		
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:	58	114	14	15	94	154	244	141	77	12	120	16		
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0		
Initial Fut:	58	114	14	15	94	154	244	141	77	12	120	16		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	58	114	14	15	94	154	244	141	77	12	120	16		
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	58	114	14	15	94	154	244	141	77	12	120	16		
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
FinalVolume:	58	114	14	15	94	154	244	141	77	12	120	16		
Saturation Flow Module:														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92		
Lanes:	0.31	0.61	0.08	0.06	0.36	0.58	0.53	0.30	0.17	0.09	0.91	1.00		
Final Sat.:	546	1073	132	100	625	1025	924	534	292	164	1636	1750		
Capacity Analysis Module:														
Vol/Sat:	0.11	0.11	0.11	0.15	0.15	0.15	0.26	0.26	0.26	0.07	0.07	0.01		
Crit Moves:														
Green Time:	19.6	19.6	19.6	19.6	19.6	19.6	34.4	34.4	34.4	34.4	34.4	34.4		
Volume/Cap:	0.33	0.33	0.33	0.46	0.46	0.46	0.46	0.46	0.46	0.13	0.13	0.02		
Delay/Veh:	15.6	15.6	15.6	16.6	16.6	16.6	7.7	7.7	7.7	5.9	5.9	5.5		
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
AdjDel/Veh:	15.6	15.6	15.6	16.6	16.6	16.6	7.7	7.7	7.7	5.9	5.9	5.5		
LOS by Move:	B	B	B	B	B	A	A	A	A	A	A	A		
HCM2kAvgQ:	3	3	3	5	5	5	6	6	6	1	1	0		

Note: Queue reported is the number of cars per lane.

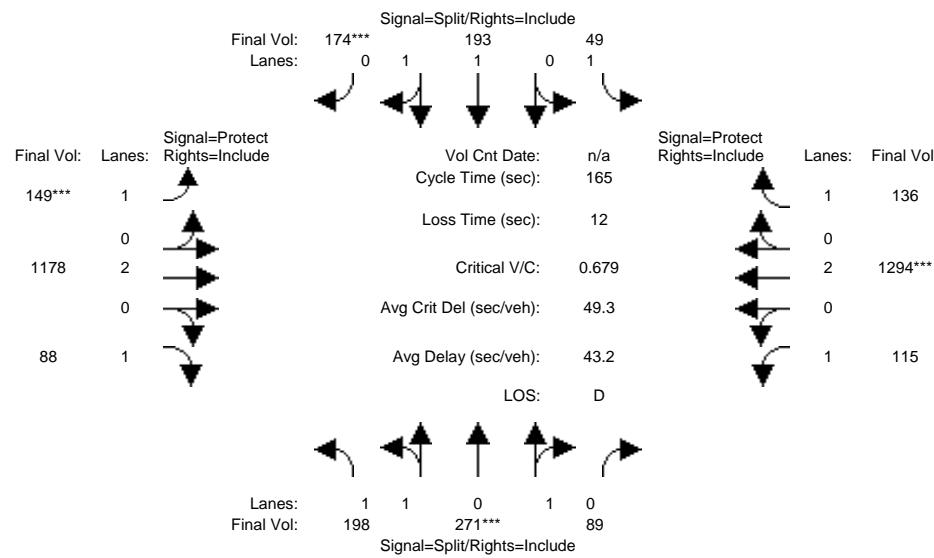


**Appendix B**  
**– Background + Project AM / PM Intersection Analysis**

455 W. Evelyn Redevelopment  
---Mountain View---  
---California---

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Background AM

Intersection #1: Castro St-Moffett Blvd / Central Expy



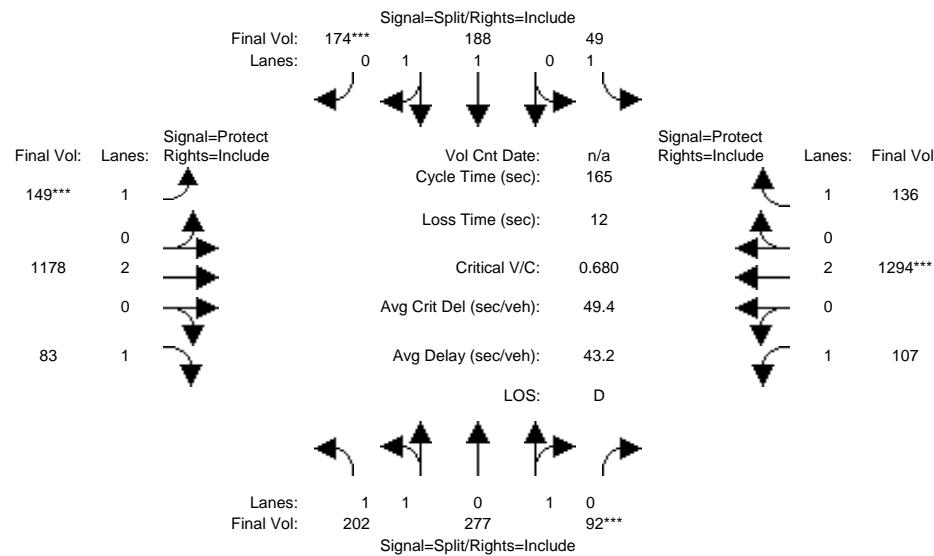
Street Name: Castro Street-Moffett Boulevard												Central Expressway			
Approach: North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	14	14	14	14	14	14	14	14	10	10	10	14	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	<hr/>														
Base Vol:	198	271	89	49	193	174	149	1178	88	115	1294	136			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	198	271	89	49	193	174	149	1178	88	115	1294	136			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	198	271	89	49	193	174	149	1178	88	115	1294	136			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	198	271	89	49	193	174	149	1178	88	115	1294	136			
Reducet Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	198	271	89	49	193	174	149	1178	88	115	1294	136			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	198	271	89	49	193	174	149	1178	88	115	1294	136			
Saturation Flow Module:	<hr/>														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.92			
Lanes:	1.08	1.45	0.47	1.00	1.03	0.97	1.00	2.00	1.00	1.00	2.00	1.00			
Final Sat.:	1898	2598	853	1750	1944	1753	1750	3800	1750	1750	3800	1750			
Capacity Analysis Module:	<hr/>														
Vol/Sat:	0.10	0.10	0.10	0.03	0.10	0.10	0.09	0.31	0.05	0.07	0.34	0.08			
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****			
Green Time:	25.4	25.4	25.4	24.1	24.1	24.1	20.7	81.3	81.3	22.2	82.8	82.8			
Volume/Cap:	0.68	0.68	0.68	0.19	0.68	0.68	0.68	0.63	0.10	0.49	0.68	0.15			
Delay/Veh:	68.3	68.3	68.3	62.2	70.2	70.2	77.2	31.5	22.4	67.7	32.0	22.3			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	68.3	68.3	68.3	62.2	70.2	70.2	77.2	31.5	22.4	67.7	32.0	22.3			
LOS by Move:	E	E	E	E	E	E	E-	C	C+	E	C-	C+			
HCM2kAvgQ:	10	10	10	2	10	10	9	21	2	6	24	4			

Note: Queue reported is the number of cars per lane.

455 W. Evelyn Redevelopment  
---Mountain View---  
-California-

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Background + Project AM

### Intersection #1: Castro St-Moffett Blvd / Central Expy



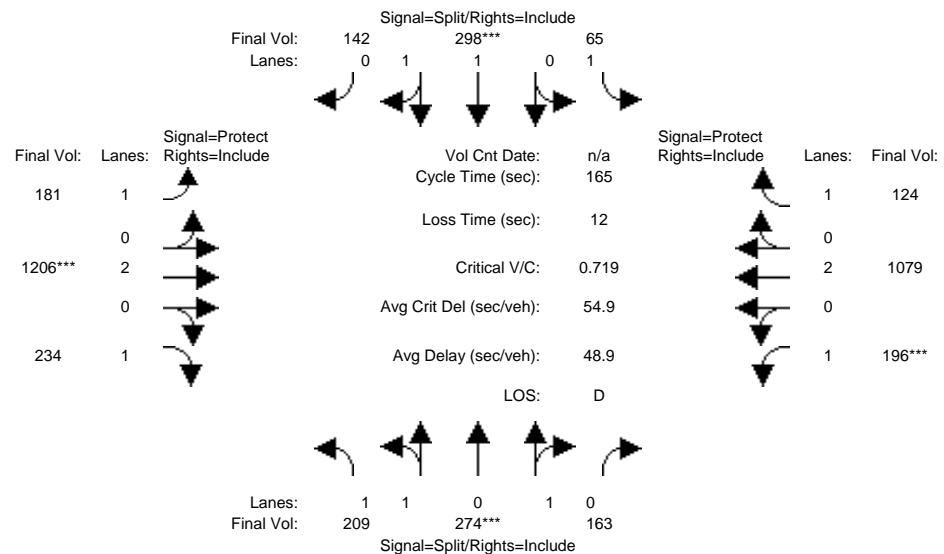
Street Name: Castro Street-Moffett Boulevard Central Expressway															
Approach: North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	14	14	14	14	14	14	14	14	10	10	14	10	10		
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		
Volume Module:															
Base Vol:	202	277	92	49	188	174	149	1178	83	107	1294	136			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	202	277	92	49	188	174	149	1178	83	107	1294	136			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	202	277	92	49	188	174	149	1178	83	107	1294	136			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	202	277	92	49	188	174	149	1178	83	107	1294	136			
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	202	277	92	49	188	174	149	1178	83	107	1294	136			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	202	277	92	49	188	174	149	1178	83	107	1294	136			
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.92			
Lanes:	1.08	1.44	0.48	1.00	1.01	0.99	1.00	2.00	1.00	1.00	2.00	1.00			
Final Sat.:	1892	2595	862	1750	1920	1777	1750	3800	1750	1750	3800	1750			
Capacity Analysis Module:															
Vol/Sat:	0.11	0.11	0.11	0.03	0.10	0.10	0.09	0.31	0.05	0.06	0.34	0.08			
Crit Moves:	*****				*****				*****						
Green Time:	25.9	25.9	25.9	23.8	23.8	23.8	20.7	81.1	81.1	22.2	82.7	82.7			
Volume/Cap:	0.68	0.68	0.68	0.19	0.68	0.68	0.68	0.63	0.10	0.45	0.68	0.16			
Delay/Veh:	67.9	67.9	67.9	62.6	70.6	70.6	77.4	31.6	22.4	67.2	32.2	22.4			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	67.9	67.9	67.9	62.6	70.6	70.6	77.4	31.6	22.4	67.2	32.2	22.4			
LOS by Move:	E	E	E	E	E	E	E-	C	C+	E	C-	C+			
HCM2kAvgQ:	11	11	11	2	10	10	9	22	2	6	24	4			

Note: Queue reported is the number of cars per lane.

455 W. Evelyn Redevelopment  
---Mountain View---  
-California-

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Background PM

Intersection #1: Castro St-Moffett Blvd / Central Expy



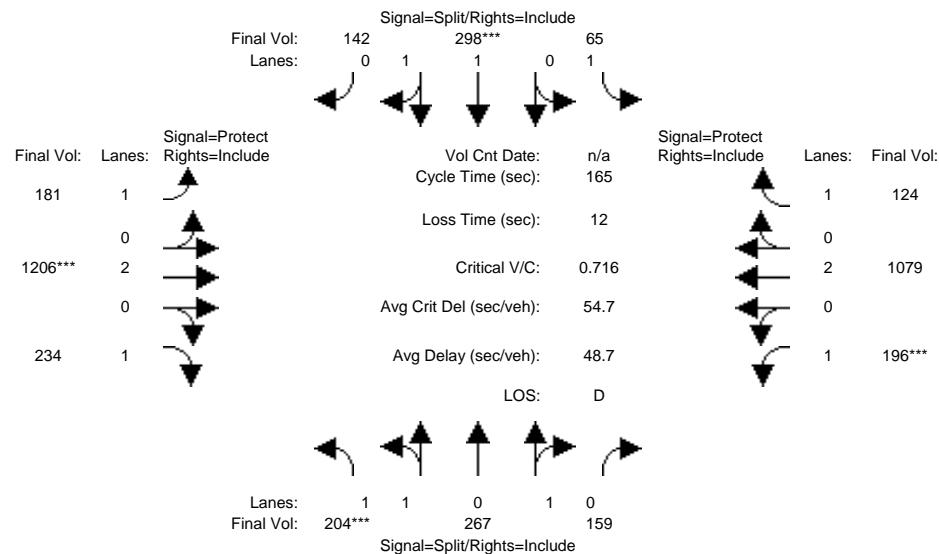
Street Name: Castro Street-Moffett Boulevard												Central Expressway			
Approach: North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	14	14	14	14	14	14	14	14	10	10	14	10	10		
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		
Volume Module:															
Base Vol:	209	274	163	65	298	142	181	1206	234	196	1079	124			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	209	274	163	65	298	142	181	1206	234	196	1079	124			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	209	274	163	65	298	142	181	1206	234	196	1079	124			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	209	274	163	65	298	142	181	1206	234	196	1079	124			
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	209	274	163	65	298	142	181	1206	234	196	1079	124			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	209	274	163	65	298	142	181	1206	234	196	1079	124			
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.92	0.99	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92			
Lanes:	1.01	1.23	0.76	1.00	1.34	0.66	1.00	2.00	1.00	1.00	2.00	1.00			
Final Sat.:	1762	2311	1375	1750	2505	1194	1750	3800	1750	1750	3800	1750			
Capacity Analysis Module:															
Vol/Sat:	0.12	0.12	0.12	0.04	0.12	0.12	0.10	0.32	0.13	0.11	0.28	0.07			
Crit Moves:	****			****			****			****					
Green Time:	27.2	27.2	27.2	27.3	27.3	27.3	26.3	72.8	72.8	25.7	72.2	72.2			
Volume/Cap:	0.72	0.72	0.72	0.22	0.72	0.72	0.65	0.72	0.30	0.72	0.65	0.16			
Delay/Veh:	68.1	68.1	68.1	60.1	69.4	69.4	70.3	39.3	30.0	75.2	37.4	28.2			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	68.1	68.1	68.1	60.1	69.4	69.4	70.3	39.3	30.0	75.2	37.4	28.2			
LOS by Move:	E	E	E	E	E	E	E	D	C	E-	D+	C			
HCM2kAvgQ:	12	12	12	3	12	12	10	25	8	11	21	4			

Note: Queue reported is the number of cars per lane.

455 W. Evelyn Redevelopment  
---Mountain View---  
-California-

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Background + Project PM

Intersection #1: Castro St-Moffett Blvd / Central Expy



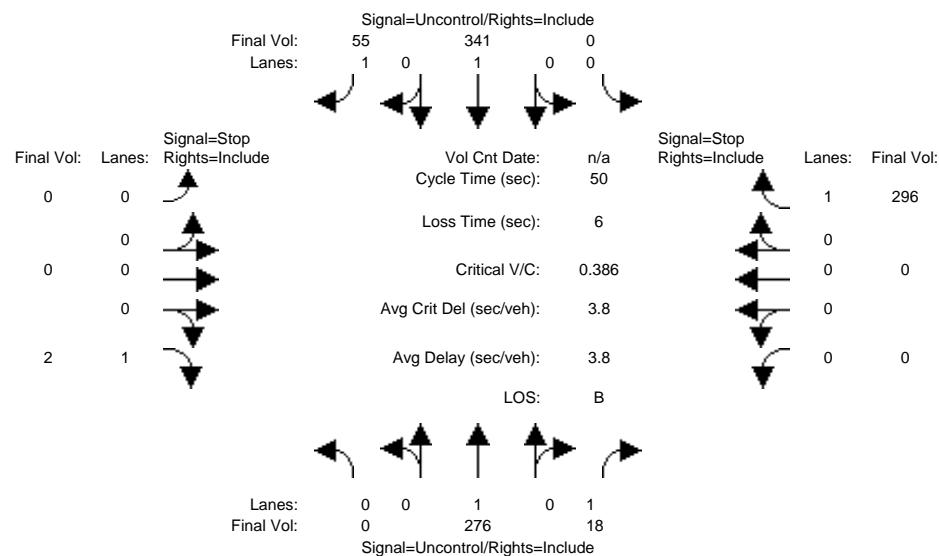
Street Name: Castro Street-Moffett Boulevard												Central Expressway			
Approach:				North Bound				South Bound				East Bound		West Bound	
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	14	14	14	14	14	14	14	14	10	10	14	10	10	14	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----														
Base Vol:	204	267	159	65	298	142	181	1206	234	196	1079	124			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	204	267	159	65	298	142	181	1206	234	196	1079	124			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	204	267	159	65	298	142	181	1206	234	196	1079	124			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	204	267	159	65	298	142	181	1206	234	196	1079	124			
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	204	267	159	65	298	142	181	1206	234	196	1079	124			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	204	267	159	65	298	142	181	1206	234	196	1079	124			
Saturation Flow Module:	----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.92	0.99	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92			
Lanes:	1.01	1.23	0.76	1.00	1.34	0.66	1.00	2.00	1.00	1.00	2.00	1.00			
Final Sat.:	1764	2309	1375	1750	2505	1194	1750	3800	1750	1750	3800	1750			
Capacity Analysis Module:	----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----														
Vol/Sat:	0.12	0.12	0.12	0.04	0.12	0.12	0.10	0.32	0.13	0.11	0.28	0.07			
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****			
Green Time:	26.6	26.6	26.6	27.4	27.4	27.4	26.4	73.1	73.1	25.8	72.5	72.5			
Volume/Cap:	0.72	0.72	0.72	0.22	0.72	0.72	0.65	0.72	0.30	0.72	0.65	0.16			
Delay/Veh:	68.4	68.4	68.4	60.0	69.1	69.1	70.1	39.0	29.7	74.8	37.1	28.0			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	68.4	68.4	68.4	60.0	69.1	69.1	70.1	39.0	29.7	74.8	37.1	28.0			
LOS by Move:	E	E	E	E+	E	E	E	D+	C	E	D+	C			
HCM2kAvgQ:	12	12	12	3	12	12	10	25	8	11	21	4			

Note: Queue reported is the number of cars per lane.

455 W. Evelyn Redevelopment  
---Mountain View---  
-California-

Level of Service Computation Report  
2000 HCM Unsignalized (Future Volume Alternative)  
Background AM

## Intersection #2: Castro St / Evelyn Ave



Street Name:		Castro Street				Evelyn Avenue							
Approach:	North Bound	South Bound			East Bound	West Bound							
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R					
Volume Module:													
Base Vol:	0	276	18	0	341	55	0	0	2	0	0	296	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	0	276	18	0	341	55	0	0	2	0	0	296	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	0	276	18	0	341	55	0	0	2	0	0	296	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	0	276	18	0	341	55	0	0	2	0	0	296	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
FinalVolume:	0	276	18	0	341	55	0	0	2	0	0	296	
Critical Gap Module:													
Critical Gp:	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	xxxxx	xxxxxx	xxxxx	6.2	xxxxxx	xxxxx	6.2
FollowUpTim:	xxxxxx	xxxxx	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	xxxxx	3.3	xxxxxx	xxxxx	3.3
Capacity Module:													
Cnflict Vol:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxx	xxxx	xxxx	341	xxxx	xxxx	276	
Potent Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxx	xxxx	xxxx	706	xxxx	xxxx	768	
Move Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxx	xxxx	xxxx	706	xxxx	xxxx	768	
Volume/Cap:	xxxx	0.00	xxxx	xxxx	0.39								
Level Of Service Module:													
2Way95thQ:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	0.0	xxxx	xxxx	1.8	
Control Del:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxxxx	10.1	xxxxxx	xxxx	12.6	
LOS by Move:	*	*	*	*	*	*	*	*	B	*	*	B	
Movement:	LT - LTR - RT												
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxxxx	
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxxxx	
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxxxx	
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*	
ApproachDel:	xxxxxx		xxxxxx						10.1			12.6	
ApproachLOS:	*		*		*		*		B			B	

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

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Intersection #2 Castro St / Evelyn Ave

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

	North Bound	South Bound	East Bound	West Bound
Approach:	L - T - R	L - T - R	L - T - R	L - T - R
Movement:				
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1 0 1	0 0 1 0 1	0 0 0 0 1	0 0 0 0 1
Initial Vol:	0 276	18 0 341	55 0 0 2	0 0 0 296
ApproachDel:	xxxxxx	xxxxxx	10.1	12.6

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=2]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=988]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=1.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=296]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=988]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

#### SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

#### Peak Hour Volume Signal Warrant Report [Urban]

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Intersection #2 Castro St / Evelyn Ave

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

	North Bound	South Bound	East Bound	West Bound
Approach:	L - T - R	L - T - R	L - T - R	L - T - R
Movement:				
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1 0 1	0 0 1 0 1	0 0 0 0 1	0 0 0 0 1
Initial Vol:	0 276	18 0 341	55 0 0 2	0 0 0 296

Major Street Volume: 690

Minor Approach Volume: 296

Minor Approach Volume Threshold: 413

#### SIGNAL WARRANT DISCLAIMER

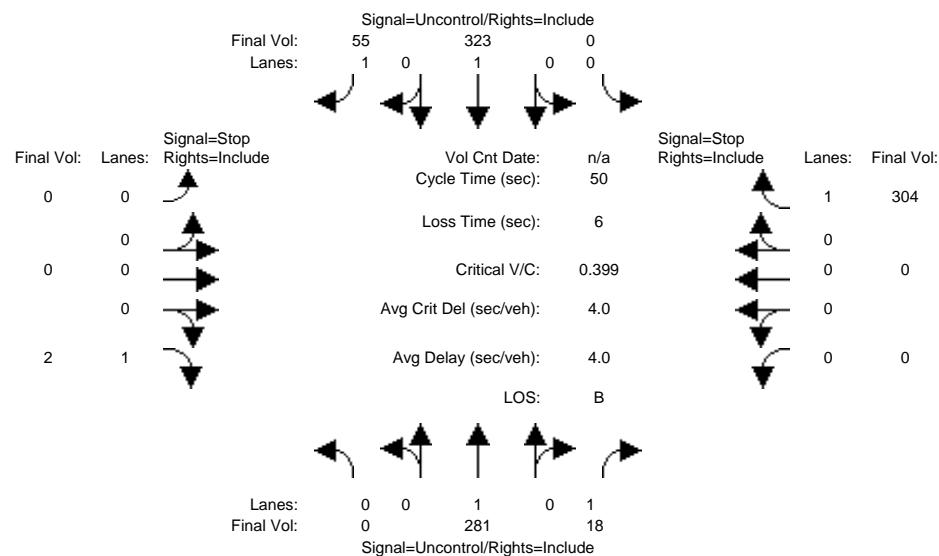
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455 W. Evelyn Redevelopment  
---Mountain View---  
-California-

Level of Service Computation Report  
2000 HCM Unsigned (Future Volume Alternative)  
Background + Project AM

Intersection #2: Castro St / Evelyn Ave



Street Name:		Castro Street				Evelyn Avenue						
Approach:	North Bound	South Bound			East Bound		West Bound					
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R				
Volume Module:												
Base Vol:	0	281	18	0	323	55	0	0	2	0	0	304
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	281	18	0	323	55	0	0	2	0	0	304
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	281	18	0	323	55	0	0	2	0	0	304
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	281	18	0	323	55	0	0	2	0	0	304
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	281	18	0	323	55	0	0	2	0	0	304
Critical Gap Module:												
Critical Gp:	xxxxxx	xxxxx	6.2	xxxxxx	xxxxx	6.2						
FollowUpTim:	xxxxxx	xxxxx	3.3	xxxxxx	xxxxx	3.3						
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxxx	xxxx	xxxx	xxxx	323	xxxx	xxxx	281
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxxx	xxxx	xxxx	xxxx	723	xxxx	xxxx	763
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxxx	xxxx	xxxx	xxxx	723	xxxx	xxxx	763
Volume/Cap:	xxxx	0.00	xxxx	xxxx	0.40							
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxxx	xxxx	xxxx	xxxx	0.0	xxxx	xxxx	1.9
Control Del:	xxxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	10.0	xxxxxx	xxxxx	12.8
LOS by Move:	*	*	*	*	*	*	*	*	A	*	*	B
Movement:	LT - LTR - RT											
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxxx	xxxx	xxxx	xxxx	xxxxxx	xxxxx	xxxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxx	xxxx	xxxxxx	xxxxx	xxxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxx	xxxx	xxxxx	xxxx	xxxx	xxxx	xxxxxx	xxxxx	xxxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx		xxxxxx						10.0			12.8
ApproachLOS:	*		*		*		*		A			B

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

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Intersection #2 Castro St / Evelyn Ave

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

	North Bound	South Bound	East Bound	West Bound
Approach:	L - T - R	L - T - R	L - T - R	L - T - R
Movement:				
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1 0 1	0 0 1 0 1	0 0 0 0 1	0 0 0 0 1
Initial Vol:	0 281 18	0 323 55	0 0 2	0 0 304
ApproachDel:	xxxxxx	xxxxxx	10.0	12.8

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=2]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=983]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=1.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=304]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=983]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

#### SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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#### Peak Hour Volume Signal Warrant Report [Urban]

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Intersection #2 Castro St / Evelyn Ave

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

	North Bound	South Bound	East Bound	West Bound
Approach:	L - T - R	L - T - R	L - T - R	L - T - R
Movement:				
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1 0 1	0 0 1 0 1	0 0 0 0 1	0 0 0 0 1
Initial Vol:	0 281 18	0 323 55	0 0 2	0 0 304

Major Street Volume: 677

Minor Approach Volume: 304

Minor Approach Volume Threshold: 419

#### SIGNAL WARRANT DISCLAIMER

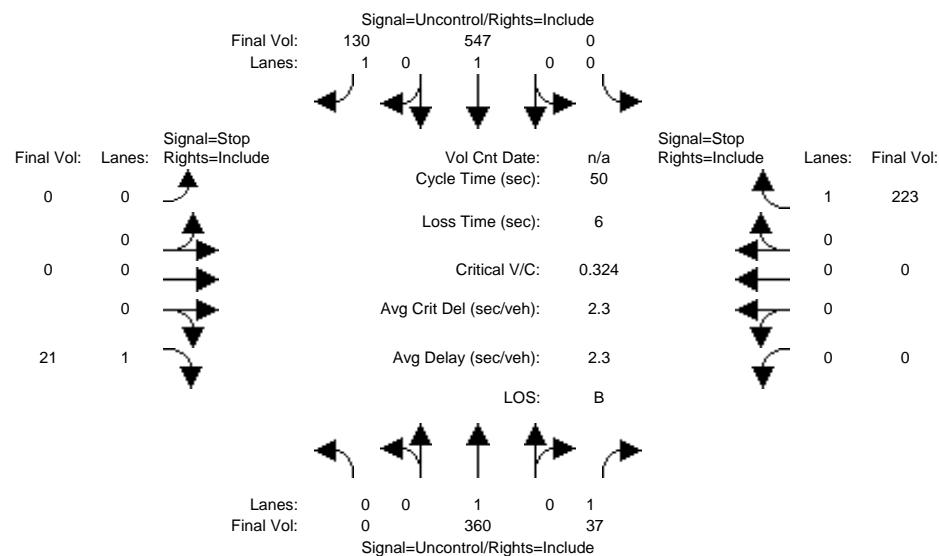
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455 W. Evelyn Redevelopment  
---Mountain View---  
-California-

Level of Service Computation Report  
2000 HCM Unsignalized (Future Volume Alternative)  
Background PM

## Intersection #2: Castro St / Evelyn Ave



Street Name: Castro Street Evelyn Avenue Approach: North Bound South Bound East Bound West Bound Movement: L - T - R L - T - R L - T - R L - T - R ----- ----- ----- ----- ----- ----- ----- -----		
Volume Module: Base Vol: 0 360 37 0 547 130 0 0 21 0 0 223 Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 Initial Bse: 0 360 37 0 547 130 0 0 21 0 0 223 Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 Initial Fut: 0 360 37 0 547 130 0 0 21 0 0 223 User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 PHF Volume: 0 360 37 0 547 130 0 0 21 0 0 223 Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 FinalVolume: 0 360 37 0 547 130 0 0 21 0 0 223 ----- ----- ----- ----- ----- ----- ----- -----		
Critical Gap Module: Critical Gp:xxxxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 6.2 xxxx xxxx 6.2 FollowUpTim:xxxxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 3.3 xxxx xxxx 3.3 ----- ----- ----- ----- ----- ----- ----- -----		
Capacity Module: Cnflct Vol: xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 547 xxxx xxxx 360 Potent Cap.: xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 541 xxxx xxxx 689 Move Cap.: xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 541 xxxx xxxx 689 Volume/Cap: xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 0.04 xxxx xxxx 0.32 ----- ----- ----- ----- ----- ----- ----- -----		
Level Of Service Module: 2Way95thQ: xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 0.1 xxxx xxxx 1.4 Control Del:xxxxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 11.9 xxxx xxxx 12.7 LOS by Move: * * * * * * * * B * * B Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT Shared Cap.: xxxx xxxx SharedQueue:xxxxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx Shrd ConDel:xxxxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx Shared LOS: * * * * * * * * * * * * * * * * * * * ApproachDel: xxxxxxxx xxxxxxxx 11.9 12.7 ApproachLOS: * * B B		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*

Intersection #2 Castro St / Evelyn Ave

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1 0 1	0 0 1 0 1	0 0 0 0 1	0 0 0 0 1
Initial Vol:	0 360 37	0 547 130	0 0 21	0 0 223
ApproachDel:	xxxxxx	xxxxxx	11.9	12.7

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=21]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1318]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.8]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=223]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1318]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

#### SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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#### Peak Hour Volume Signal Warrant Report [Urban]

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Intersection #2 Castro St / Evelyn Ave

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1 0 1	0 0 1 0 1	0 0 0 0 1	0 0 0 0 1
Initial Vol:	0 360 37	0 547 130	0 0 21	0 0 223

Major Street Volume: 1074

Minor Approach Volume: 223

Minor Approach Volume Threshold: 260

#### SIGNAL WARRANT DISCLAIMER

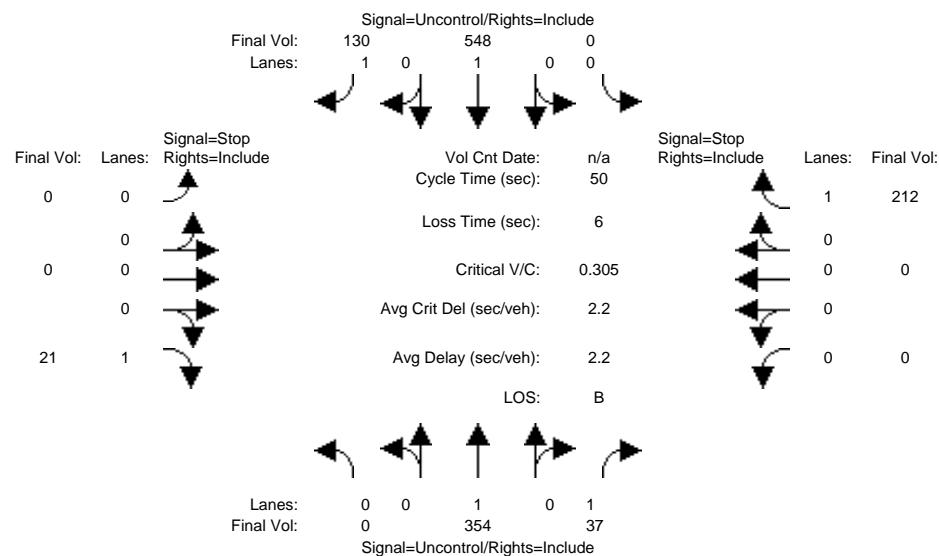
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455 W. Evelyn Redevelopment  
---Mountain View---  
-California-

Level of Service Computation Report  
2000 HCM Unsigned (Future Volume Alternative)  
Background + Project PM

## Intersection #2: Castro St / Evelyn Ave



Street Name:		Castro Street				Evelyn Avenue						
Approach:	North Bound	South Bound			East Bound	West Bound						
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R					
Volume Module:												
Base Vol:	0	354	37	0	548	130	0	0	21	0	0	212
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	354	37	0	548	130	0	0	21	0	0	212
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	354	37	0	548	130	0	0	21	0	0	212
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	354	37	0	548	130	0	0	21	0	0	212
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	354	37	0	548	130	0	0	21	0	0	212
Critical Gap Module:												
Critical Gp:	xxxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	6.2	xxxxxx	xxxxx	6.2
FollowUpTim:	xxxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	3.3	xxxxxx	xxxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxx	xxxx	xxxx	548	xxxx	xxxx	354
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxx	xxxx	xxxx	540	xxxx	xxxx	694
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxx	xxxx	xxxx	540	xxxx	xxxx	694
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	xxxx	xxxx	0.31
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.1	xxxx	xxxx	1.3
Control Del:	xxxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxx	xxxx	11.9	xxxxxx	xxxxx	12.4
LOS by Move:	*	*	*	*	*	*	*	*	B	*	*	B
Movement:	LT - LTR - RT											
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxxx	xxxx	xxxx	xxxx	xxxxxx	xxxxx	xxxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxx	xxxx	xxxxxx	xxxxx	xxxxx	xxxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxxxx	xxxxx	xxxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx		xxxxxx						11.9			12.4
ApproachLOS:	*		*						B			B

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*

Intersection #2 Castro St / Evelyn Ave

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

	North Bound	South Bound	East Bound	West Bound
Approach:	L - T - R	L - T - R	L - T - R	L - T - R
Movement:				
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1 0 1	0 0 1 0 1	0 0 0 0 1	0 0 0 0 1
Initial Vol:	0 354 37	0 548 130	0 0 21	0 0 212
ApproachDel:	xxxxxx	xxxxxx	11.9	12.4

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=21]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1302]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.7]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=212]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1302]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

#### SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

#### Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*

Intersection #2 Castro St / Evelyn Ave

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

	North Bound	South Bound	East Bound	West Bound
Approach:	L - T - R	L - T - R	L - T - R	L - T - R
Movement:				
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1 0 1	0 0 1 0 1	0 0 0 0 1	0 0 0 0 1
Initial Vol:	0 354 37	0 548 130	0 0 21	0 0 212

Major Street Volume: 1069

Minor Approach Volume: 212

Minor Approach Volume Threshold: 262

#### SIGNAL WARRANT DISCLAIMER

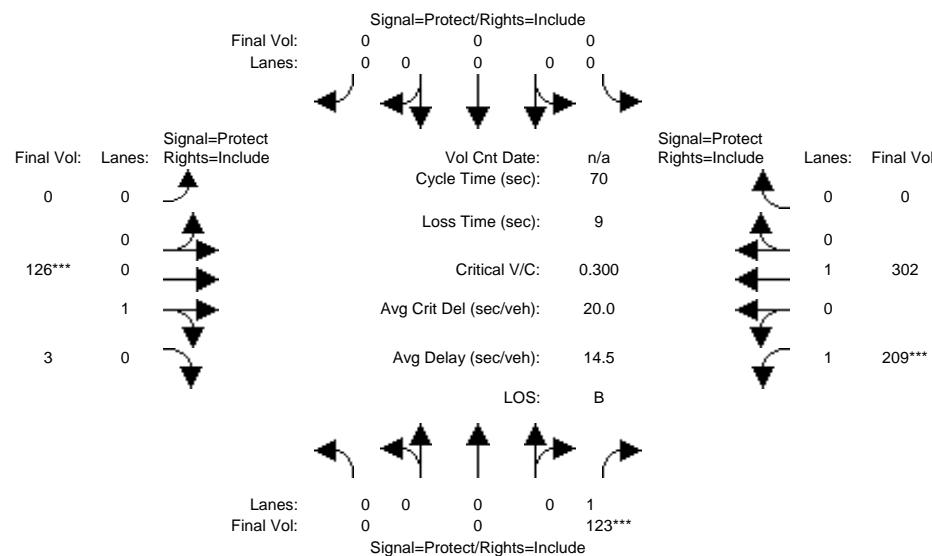
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

455 W. Evelyn Redevelopment  
---Mountain View---  
-California-

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Background AM

## Intersection #3: Bush St / Evelyn Ave



Street Name: Bush Street Evelyn Avenue Approach: North Bound South Bound East Bound West Bound Movement: L - T - R L - T - R L - T - R L - T - R											
Min. Green:	7	10	10	0	0	0	7	10	10	7	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
<hr/>											
Volume Module:											
Base Vol:	0	0	123	0	0	0	0	126	3	209	302
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	123	0	0	0	0	126	3	209	302
Added Vol:	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	123	0	0	0	0	126	3	209	302
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	123	0	0	0	0	126	3	209	302
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	123	0	0	0	0	126	3	209	302
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	123	0	0	0	0	126	3	209	302
<hr/>											
Saturation Flow Module:											
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00
Lanes:	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.98	0.02	1.00	1.00
Final Sat.:	0	0	1750	0	0	0	0	1758	42	1750	1900
<hr/>											
Capacity Analysis Module:											
Vol/Sat:	0.00	0.00	0.07	0.00	0.00	0.00	0.00	0.07	0.07	0.12	0.16
Crit Moves:	****										
Green Time:	0.0	0.0	16.4	0.0	0.0	0.0	0.0	16.7	16.7	27.9	44.6
Volume/Cap:	0.00	0.00	0.30	0.00	0.00	0.00	0.00	0.30	0.30	0.30	0.25
Delay/Veh:	0.0	0.0	23.9	0.0	0.0	0.0	0.0	23.6	23.6	15.5	6.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	23.9	0.0	0.0	0.0	0.0	23.6	23.6	15.5	6.0
LOS by Move:	A	A	C	A	A	A	A	C	C	B	A
HCM2kAvgQ:	0	0	3	0	0	0	0	3	3	3	0

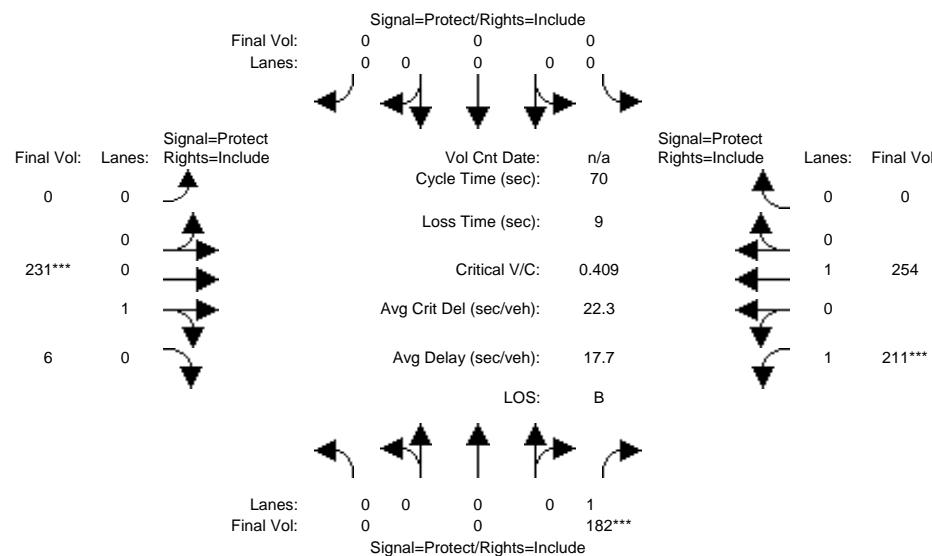
Note: Queue reported is the number of cars per lane.



455 W. Evelyn Redevelopment  
---Mountain View---  
-California-

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Background PM

## Intersection #3: Bush St / Evelyn Ave



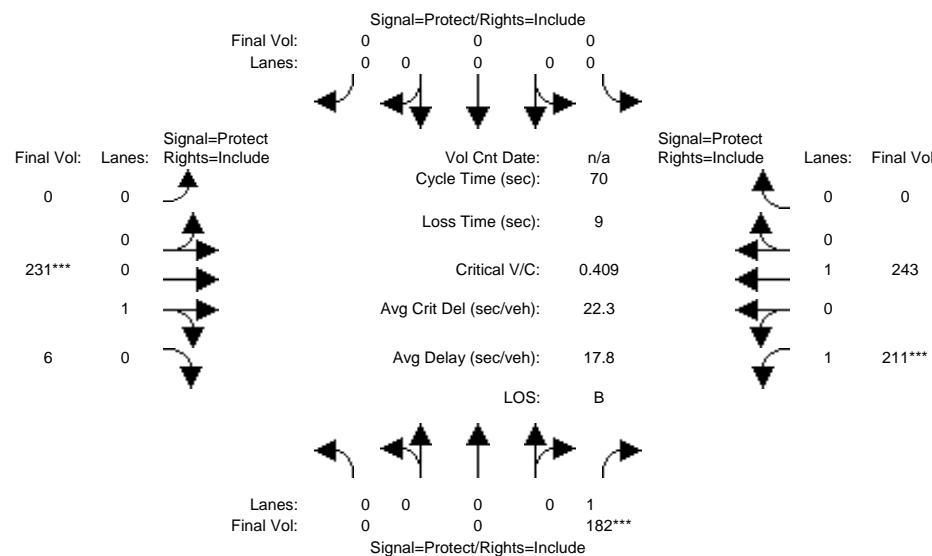
Street Name: Bush Street Evelyn Avenue														
Approach:	North Bound			South Bound			East Bound			West Bound				
	L	-	T	-	R	L	-	T	-	R	L	-	T	-
Min. Green:	7 10		10 0		0 0		0 7		10 10		7 10		10 10	
Y+R:	4.0 4.0		4.0 4.0		4.0 4.0		4.0 4.0		4.0 4.0		4.0 4.0		4.0 4.0	
Volume Module:														
Base Vol:	0	0	182	0	0	0	0	0	231	6	211	254	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	0	0	182	0	0	0	0	0	231	6	211	254	0	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	0	0	182	0	0	0	0	0	231	6	211	254	0	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	0	0	182	0	0	0	0	0	231	6	211	254	0	
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	0	0	182	0	0	0	0	0	231	6	211	254	0	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	0	0	182	0	0	0	0	0	231	6	211	254	0	
Saturation Flow Module:														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92		
Lanes:	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.97	0.03	1.00	1.00	0.00		
Final Sat.:	0	0	1750	0	0	0	0	1754	46	1750	1900	0		
Capacity Analysis Module:														
Vol/Sat:	0.00	0.00	0.10	0.00	0.00	0.00	0.00	0.13	0.13	0.12	0.13	0.00		
Crit Moves:	****						****							
Green Time:	0.0	0.0	17.8	0.0	0.0	0.0	0.0	22.5	22.5	20.6	43.2	0.0		
Volume/Cap:	0.00	0.00	0.41	0.00	0.00	0.00	0.00	0.41	0.41	0.41	0.22	0.00		
Delay/Veh:	0.0	0.0	24.5	0.0	0.0	0.0	0.0	20.7	20.7	22.2	6.3	0.0		
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
AdjDel/Veh:	0.0	0.0	24.5	0.0	0.0	0.0	0.0	20.7	20.7	22.2	6.3	0.0		
LOS by Move:	A	A	C	A	A	A	A	C+	C+	C+	A	A		
HCM2kAvgQ:	0	0	4	0	0	0	0	4	4	4	2	0		

Note: Queue reported is the number of cars per lane.

455 W. Evelyn Redevelopment  
---Mountain View---  
-California-

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Background + Project PM

## Intersection #3: Bush St / Evelyn Ave



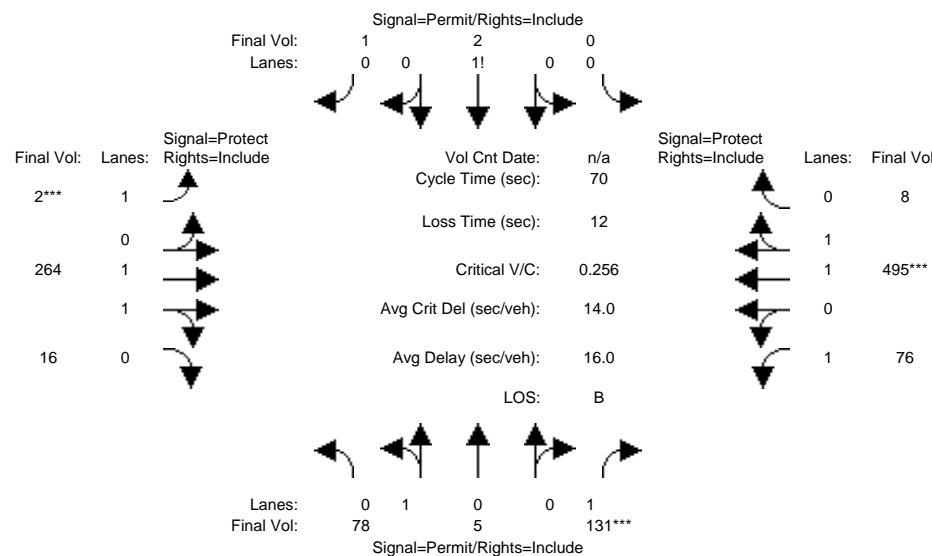
Street Name: Bush Street Evelyn Avenue Approach: North Bound South Bound East Bound West Bound Movement: L - T - R L - T - R L - T - R L - T - R											
Min. Green:	7	10	10	0	0	0	7	10	10	7	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
<hr/>											
Volume Module:											
Base Vol:	0	0	182	0	0	0	0	231	6	211	243
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	182	0	0	0	0	231	6	211	243
Added Vol:	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	182	0	0	0	0	231	6	211	243
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	182	0	0	0	0	231	6	211	243
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	182	0	0	0	0	231	6	211	243
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	182	0	0	0	0	231	6	211	243
<hr/>											
Saturation Flow Module:											
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00
Lanes:	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.97	0.03	1.00	1.00
Final Sat.:	0	0	1750	0	0	0	0	1754	46	1750	1900
<hr/>											
Capacity Analysis Module:											
Vol/Sat:	0.00	0.00	0.10	0.00	0.00	0.00	0.00	0.13	0.13	0.12	0.13
Crit Moves:	****										
Green Time:	0.0	0.0	17.8	0.0	0.0	0.0	0.0	22.5	22.5	20.6	43.2
Volume/Cap:	0.00	0.00	0.41	0.00	0.00	0.00	0.00	0.41	0.41	0.41	0.21
Delay/Veh:	0.0	0.0	24.5	0.0	0.0	0.0	0.0	20.7	20.7	22.2	6.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	24.5	0.0	0.0	0.0	0.0	20.7	20.7	22.2	6.3
LOS by Move:	A	A	C	A	A	A	A	C+	C+	C+	A
HCM2kAvgQ:	0	0	4	0	0	0	0	4	4	4	2

Note: Queue reported is the number of cars per lane.

455 W. Evelyn Redevelopment  
---Mountain View---  
-California-

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Background AM

## Intersection #4: Calderon Ave / Evelyn Ave



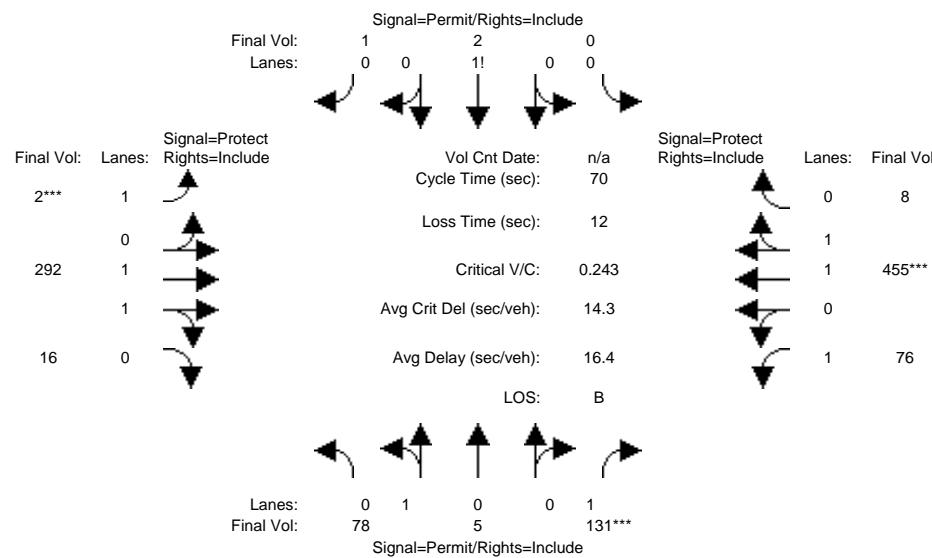
Street Name: Calderon Avenue Evelyn Avenue																
Approach: North Bound				South Bound				East Bound				West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
Min. Green:	7		10		10		7		10		10		7		10	
Y+R:	4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0	
Volume Module:																
Base Vol:	78	5	131	0	2	1	2	264	16	76	495	8				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	78	5	131	0	2	1	2	264	16	76	495	8				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	78	5	131	0	2	1	2	264	16	76	495	8				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	78	5	131	0	2	1	2	264	16	76	495	8				
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	78	5	131	0	2	1	2	264	16	76	495	8				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	78	5	131	0	2	1	2	264	16	76	495	8				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.95	0.95	0.92	0.92	0.95	0.95	0.92	0.98	0.95	0.92	0.97	0.95				
Lanes:	0.94	0.06	1.00	0.00	0.67	0.33	1.00	1.88	0.12	1.00	1.97	0.03				
Final Sat.:	1692	108	1750	0	1200	600	1750	3488	211	1750	3641	59				
Capacity Analysis Module:																
Vol/Sat:	0.05	0.05	0.07	0.00	0.00	0.00	0.00	0.08	0.08	0.04	0.14	0.14				
Crit Moves:	*****															
Green Time:	18.1	18.1	18.1	0.0	18.1	18.1	7.0	23.5	23.5	16.4	32.9	32.9				
Volume/Cap:	0.18	0.18	0.29	0.00	0.01	0.01	0.01	0.23	0.23	0.19	0.29	0.29				
Delay/Veh:	21.0	21.0	22.4	0.0	19.3	19.3	28.5	17.2	17.2	22.4	11.8	11.8				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	21.0	21.0	22.4	0.0	19.3	19.3	28.5	17.2	17.2	22.4	11.8	11.8				
LOS by Move:	C+	C+	C+	A	B-	B-	C	B	B	C+	B+	B+				
HCM2kAvgQ:	2	2	3	0	0	0	0	2	2	2	3	3				

Note: Queue reported is the number of cars per lane.

455 W. Evelyn Redevelopment  
---Mountain View---  
-California-

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Background + Project AM

## Intersection #4: Calderon Ave / Evelyn Ave



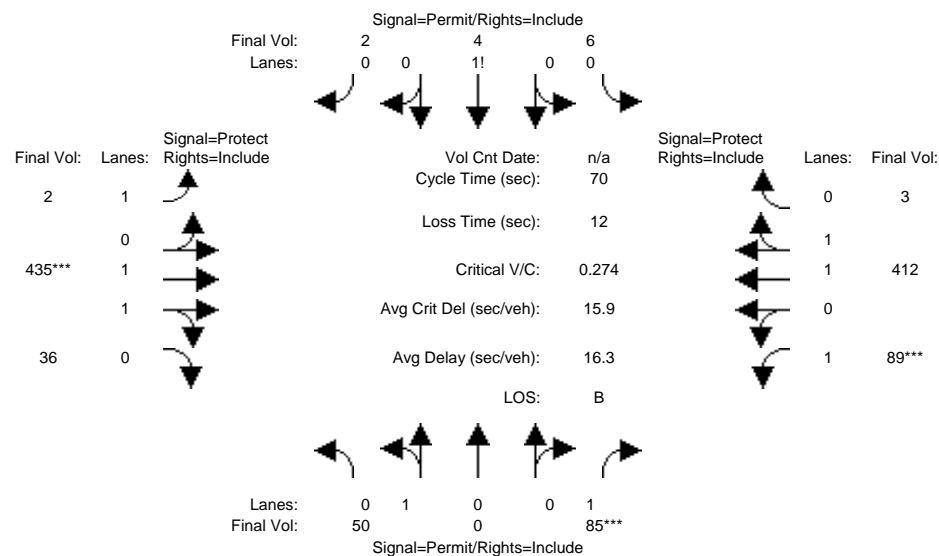
Street Name: Calderon Avenue Evelyn Avenue														
Approach:	North Bound			South Bound			East Bound			West Bound				
	L	-	T	-	R	L	-	T	-	R	L	-	T	-
Min. Green:	7	10	10	7	10	10	7	10	10	10	7	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----													
Base Vol:	78	5	131	0	2	1	2	292	16	76	455	8		
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:	78	5	131	0	2	1	2	292	16	76	455	8		
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0		
Initial Fut:	78	5	131	0	2	1	2	292	16	76	455	8		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	78	5	131	0	2	1	2	292	16	76	455	8		
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	78	5	131	0	2	1	2	292	16	76	455	8		
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
FinalVolume:	78	5	131	0	2	1	2	292	16	76	455	8		
Saturation Flow Module:	----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----													
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Adjustment:	0.95	0.95	0.92	0.92	0.95	0.95	0.92	0.98	0.95	0.92	0.97	0.95		
Lanes:	0.94	0.06	1.00	0.00	0.67	0.33	1.00	1.89	0.11	1.00	1.96	0.04		
Final Sat.:	1692	108	1750	0	1200	600	1750	3508	192	1750	3636	64		
Capacity Analysis Module:	----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----													
Vol/Sat:	0.05	0.05	0.07	0.00	0.00	0.00	0.00	0.08	0.08	0.04	0.13	0.13		
Crit Moves:	*****													
Green Time:	19.1	19.1	19.1	0.0	19.1	19.1	7.0	22.9	22.9	16.0	31.9	31.9		
Volume/Cap:	0.17	0.17	0.27	0.00	0.01	0.01	0.01	0.25	0.25	0.19	0.27	0.27		
Delay/Veh:	20.2	20.2	21.4	0.0	18.6	18.6	28.5	17.8	17.8	22.8	12.2	12.2		
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
AdjDel/Veh:	20.2	20.2	21.4	0.0	18.6	18.6	28.5	17.8	17.8	22.8	12.2	12.2		
LOS by Move:	C+	C+	C+	A	B-	B-	C	B	B	C+	B	B		
HCM2kAvgQ:	2	2	3	0	0	0	0	3	3	2	3	3		

Note: Queue reported is the number of cars per lane.

455 W. Evelyn Redevelopment  
---Mountain View---  
-California-

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Background PM

## Intersection #4: Calderon Ave / Evelyn Ave



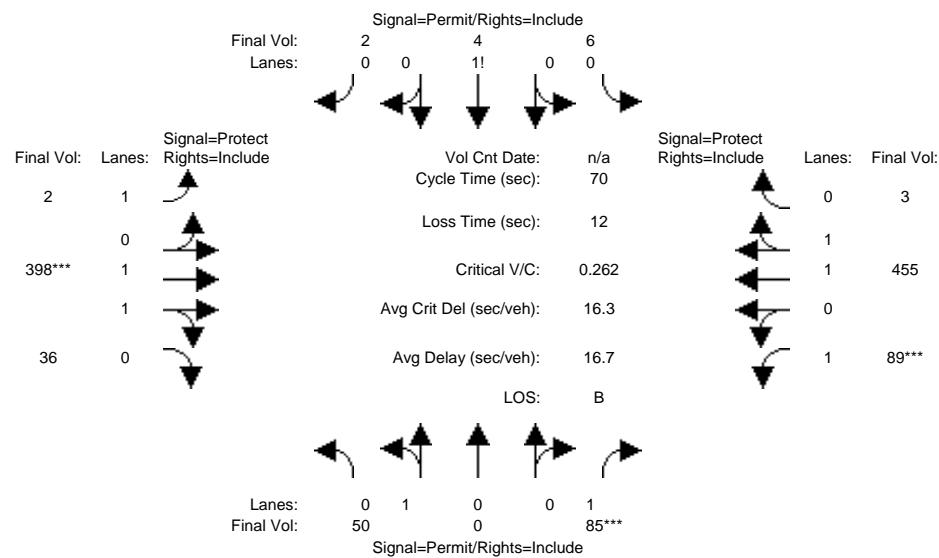
Street Name: Calderon Avenue Evelyn Avenue														
Approach:	North Bound			South Bound			East Bound			West Bound				
	L	-	T	-	R	L	-	T	-	R	L	-	T	-
Min. Green:	7		10	10		7	10		10	7		10	10	
Y+R:	4.0		4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Volume Module:	<hr/>													
Base Vol:	50	0	85	6	4	2	2	435	36	89	412	3		
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:	50	0	85	6	4	2	2	435	36	89	412	3		
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0		
Initial Fut:	50	0	85	6	4	2	2	435	36	89	412	3		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	50	0	85	6	4	2	2	435	36	89	412	3		
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	50	0	85	6	4	2	2	435	36	89	412	3		
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
FinalVolume:	50	0	85	6	4	2	2	435	36	89	412	3		
Saturation Flow Module:	<hr/>													
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.97	0.95		
Lanes:	1.00	0.00	1.00	0.50	0.33	0.17	1.00	1.84	0.16	1.00	1.99	0.01		
Final Sat.:	1800	0	1750	875	583	292	1750	3417	283	1750	3673	27		
Capacity Analysis Module:	<hr/>													
Vol/Sat:	0.03	0.00	0.05	0.01	0.01	0.01	0.00	0.13	0.13	0.05	0.11	0.11		
Crit Moves:	****						****							
Green Time:	12.4	0.0	12.4	12.4	12.4	12.4	18.8	32.6	32.6	13.0	26.8	26.8		
Volume/Cap:	0.16	0.00	0.27	0.04	0.04	0.04	0.00	0.27	0.27	0.27	0.29	0.29		
Delay/Veh:	25.4	0.0	27.1	24.1	24.1	24.1	18.8	11.9	11.9	26.5	15.5	15.5		
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
AdjDel/Veh:	25.4	0.0	27.1	24.1	24.1	24.1	18.8	11.9	11.9	26.5	15.5	15.5		
LOS by Move:	C	A	C	C	C	C	B-	B+	B+	C	B	B		
HCM2kAvgQ:	1	0	2	0	0	0	0	3	3	2	3	3		

Note: Queue reported is the number of cars per lane.

455 W. Evelyn Redevelopment  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
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Intersection #4: Calderon Ave / Evelyn Ave



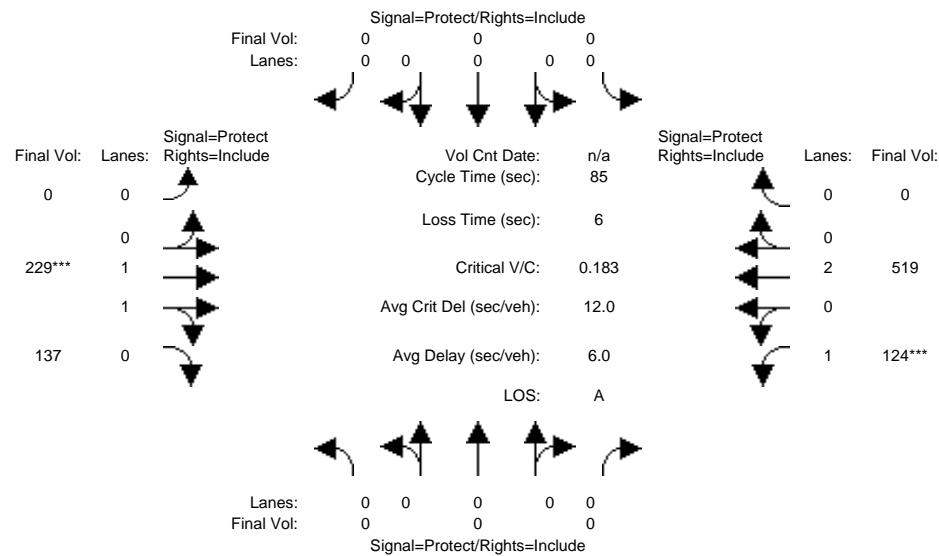
Street Name: Calderon Avenue Evelyn Avenue														
Approach:	North Bound			South Bound			East Bound			West Bound				
	L	-	T	-	R	L	-	T	-	R	L	-	T	-
Min. Green:	7	10	10	7	10	10	7	10	10	10	7	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:														
Base Vol:	50	0	85	6	4	2	2	398	36	89	455	3		
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:	50	0	85	6	4	2	2	398	36	89	455	3		
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0		
Initial Fut:	50	0	85	6	4	2	2	398	36	89	455	3		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	50	0	85	6	4	2	2	398	36	89	455	3		
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	50	0	85	6	4	2	2	398	36	89	455	3		
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
FinalVolume:	50	0	85	6	4	2	2	398	36	89	455	3		
Saturation Flow Module:														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.97	0.95		
Lanes:	1.00	0.00	1.00	0.50	0.33	0.17	1.00	1.83	0.17	1.00	1.99	0.01		
Final Sat.:	1800	0	1750	875	583	292	1750	3393	307	1750	3676	24		
Capacity Analysis Module:														
Vol/Sat:	0.03	0.00	0.05	0.01	0.01	0.01	0.00	0.12	0.12	0.05	0.12	0.12		
Crit Moves:														
Green Time:	13.0	0.0	13.0	13.0	13.0	13.0	18.5	31.4	31.4	13.6	26.5	26.5		
Volume/Cap:	0.15	0.00	0.26	0.04	0.04	0.04	0.00	0.26	0.26	0.26	0.33	0.33		
Delay/Veh:	24.8	0.0	26.3	23.6	23.6	23.6	19.0	12.4	12.4	25.8	16.1	16.1		
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
AdjDel/Veh:	24.8	0.0	26.3	23.6	23.6	23.6	19.0	12.4	12.4	25.8	16.1	16.1		
LOS by Move:	C	A	C	C	C	C	B-	B	B	C	B	B		
HCM2kAvgQ:	1	0	2	0	0	0	0	3	3	2	4	4		

Note: Queue reported is the number of cars per lane.

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Intersection #5: SR-85 SB On-Ramp / Evelyn Ave



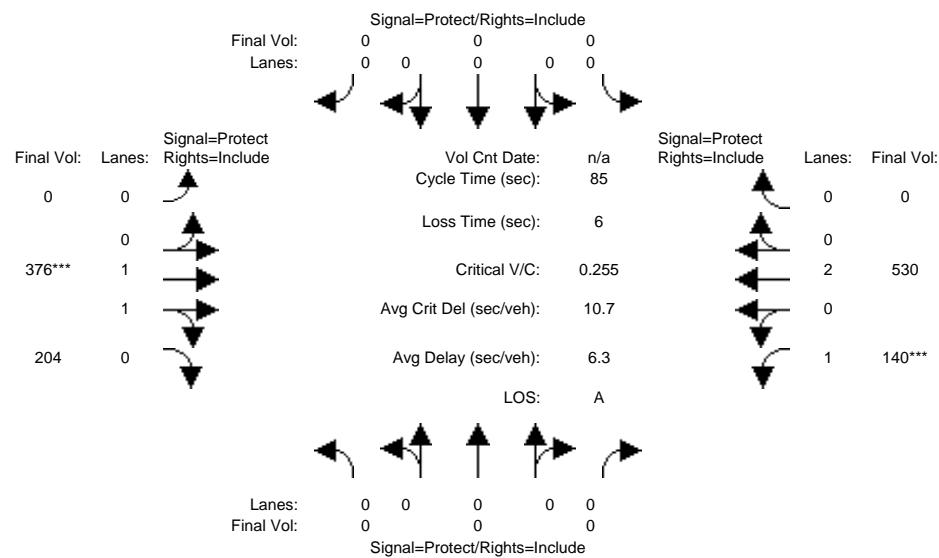
Note: Queue reported is the number of cars per lane.



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---Mountain View---  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Background PM

Intersection #5: SR-85 SB On-Ramp / Evelyn Ave



Street Name: SR-85 SB On-Ramp Evelyn Avenue														
Approach:	North Bound			South Bound			East Bound			West Bound				
	L	-	T	-	R	L	-	T	-	R	L	-	T	-
Min. Green:	0	0	0	0	0	0	0	0	10	10	7	10	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Volume Module:														
Base Vol:	0	0	0	0	0	0	0	0	376	204	140	530	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	0	0	0	0	0	0	0	0	376	204	140	530	0	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	0	0	0	0	0	0	0	0	376	204	140	530	0	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	0	0	0	0	0	0	0	0	376	204	140	530	0	
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	0	0	0	0	0	0	0	0	376	204	140	530	0	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	0	0	0	0	0	0	0	0	376	204	140	530	0	
Saturation Flow Module:														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92		
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.28	0.72	1.00	2.00	0.00		
Final Sat.:	0	0	0	0	0	0	0	2398	1301	1750	3800	0		
Capacity Analysis Module:														
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.16	0.16	0.08	0.14	0.00		
Crit Moves:	*****													
Green Time:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	52.3	52.3	26.7	79.0	0.0		
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.25	0.25	0.15	0.00		
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.7	7.7	22.9	0.3	0.0		
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.7	7.7	22.9	0.3	0.0		
LOS by Move:	A	A	A	A	A	A	A	A	A	C+	A	A		
HCM2kAvgQ:	0	0	0	0	0	0	0	4	4	3	1	0		

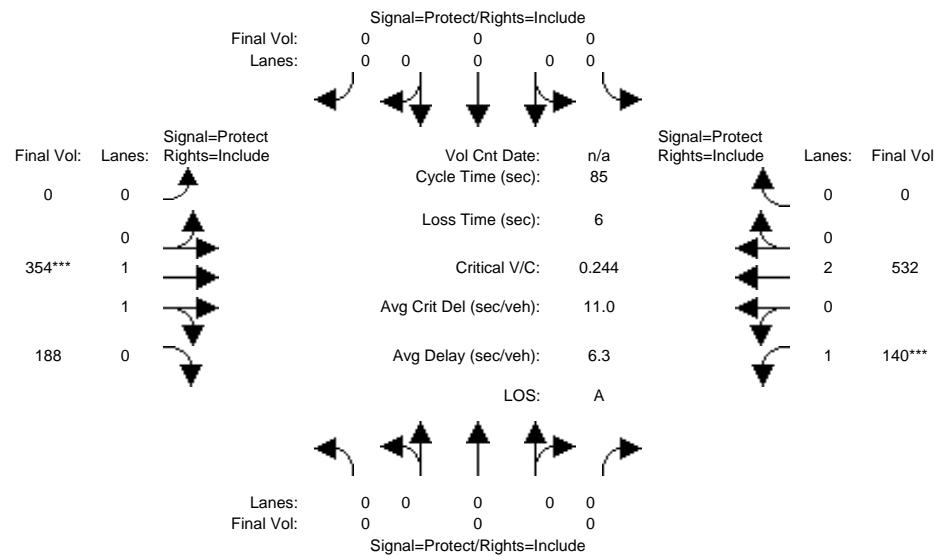
Note: Queue reported is the number of cars per lane.

455 W. Evelyn Redevelopment  
---Mountain View---  
--California--

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Background + Project PM

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Intersection #5: SR-85 SB On-Ramp / Evelyn Ave



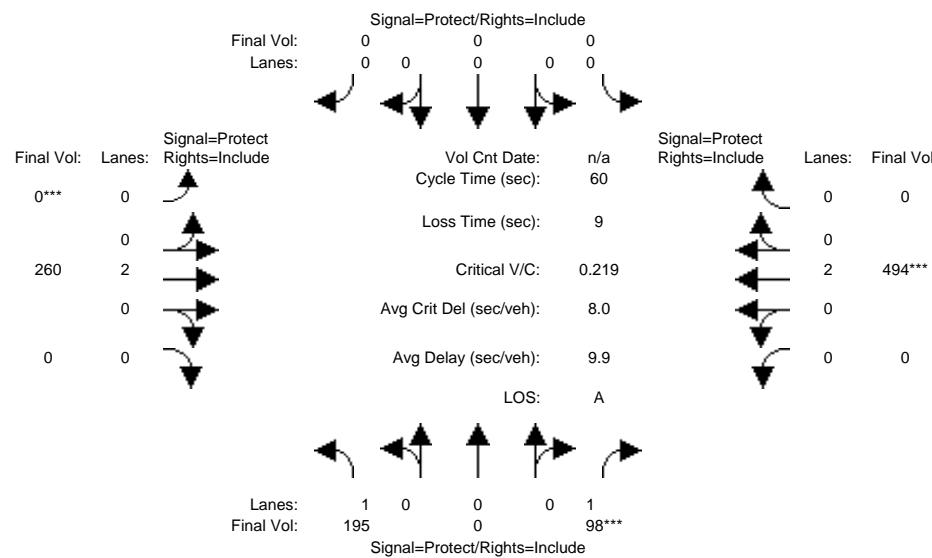
Street Name:	SR-85 SB On-Ramp						Evelyn Avenue								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	0 0		0 0		0 0		0 10		10 0		7 10		0 0		
Y+R:	4.0 4.0		4.0 4.0		4.0 4.0		4.0 4.0		4.0 4.0		4.0 4.0		4.0 4.0		
Volume Module:															
Base Vol:	0	0	0	0	0	0	0	354	188	140	532	0			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	0	0	0	0	0	0	0	354	188	140	532	0			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	0	0	0	0	0	0	0	354	188	140	532	0			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	0	0	0	0	0	0	0	354	188	140	532	0			
Reducet Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	0	0	0	0	0	0	0	354	188	140	532	0			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	0	0	0	0	0	0	0	354	188	140	532	0			
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92			
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.29	0.71	1.00	2.00	0.00			
Final Sat.:	0	0	0	0	0	0	0	2416	1283	1750	3800	0			
Capacity Analysis Module:															
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.15	0.15	0.08	0.14	0.00			
Crit Moves:												****			
Green Time:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	51.1	51.1	27.9	79.0	0.0			
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.24	0.24	0.24	0.15	0.00			
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.2	8.2	21.9	0.3	0.0			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.2	8.2	21.9	0.3	0.0			
LOS by Move:	A	A	A	A	A	A	A	A	A	C+	A	A			
HCM2kAvgQ:	0	0	0	0	0	0	0	3	3	3	1	0			

Note: Queue reported is the number of cars per lane.

455 W. Evelyn Redevelopment  
---Mountain View---  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Background AM

Intersection #6: SR-85 NB Off-Ramp / Evelyn Ave



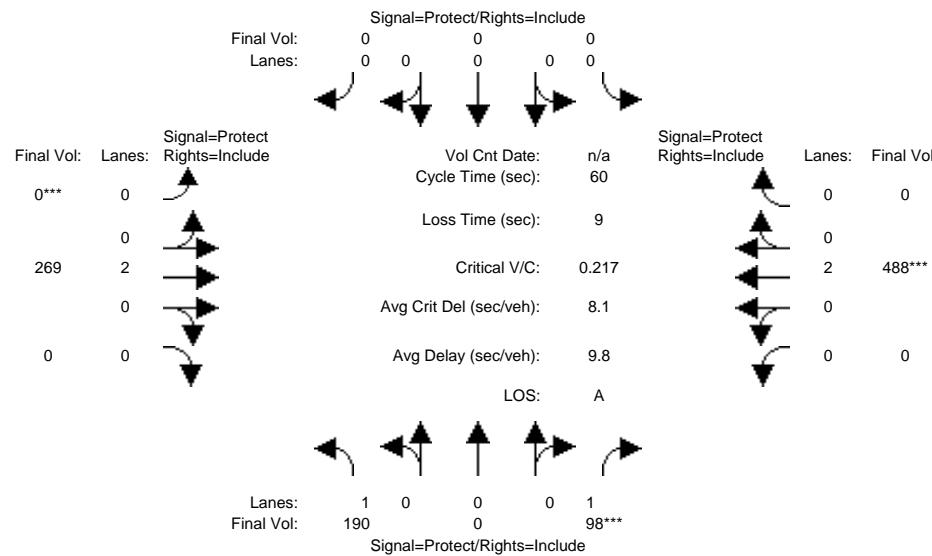
Street Name: SR-85 NB Off-Ramp Evelyn Avenue															
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	7 10		10 7		10 10		7 10		10 10		7 10		10 10		
Y+R:	4.0 4.0		4.0 4.0		4.0 4.0		4.0 4.0		4.0 4.0		4.0 4.0		4.0 4.0		
Volume Module:	<hr/>														
Base Vol:	195	0	98	0	0	0	0	260	0	0	494	0			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	195	0	98	0	0	0	0	260	0	0	494	0			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	195	0	98	0	0	0	0	260	0	0	494	0			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	195	0	98	0	0	0	0	260	0	0	494	0			
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	195	0	98	0	0	0	0	260	0	0	494	0			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	195	0	98	0	0	0	0	260	0	0	494	0			
Saturation Flow Module:	<hr/>														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92			
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00			
Final Sat.:	1750	0	1750	0	0	0	0	3800	0	0	3800	0			
Capacity Analysis Module:	<hr/>														
Vol/Sat:	0.11	0.00	0.06	0.00	0.00	0.00	0.00	0.07	0.00	0.00	0.13	0.00			
Crit Moves:	*****						*****								
Green Time:	15.4	0.0	15.4	0.0	0.0	0.0	0.0	35.6	0.0	0.0	35.6	0.0			
Volume/Cap:	0.44	0.00	0.22	0.00	0.00	0.00	0.00	0.12	0.00	0.00	0.22	0.00			
Delay/Veh:	21.8	0.0	18.7	0.0	0.0	0.0	0.0	5.4	0.0	0.0	5.9	0.0			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	21.8	0.0	18.7	0.0	0.0	0.0	0.0	5.4	0.0	0.0	5.9	0.0			
LOS by Move:	C+	A	B-	A	A	A	A	A	A	A	A	A			
HCM2kAvgQ:	4	0	2	0	0	0	0	1	0	0	2	0			

Note: Queue reported is the number of cars per lane.

455 W. Evelyn Redevelopment  
---Mountain View---  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Background + Project AM

Intersection #6: SR-85 NB Off-Ramp / Evelyn Ave



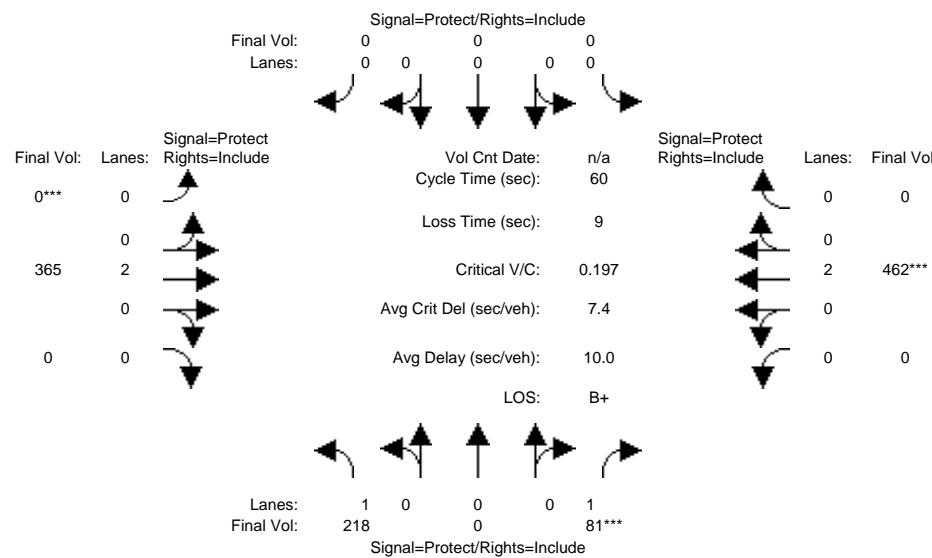
Street Name: SR-85 NB Off-Ramp Evelyn Avenue																
Approach: North Bound			South Bound			East Bound			West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
Min. Green:	7		10	10		7	10	10		7	10	10		7	10	10
Y+R:	4.0		4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0
Volume Module:	<hr/>															
Base Vol:	190	0	98	0	0	0	0	269	0	0	488	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	190	0	98	0	0	0	0	269	0	0	488	0				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	190	0	98	0	0	0	0	269	0	0	488	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	190	0	98	0	0	0	0	269	0	0	488	0				
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	190	0	98	0	0	0	0	269	0	0	488	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	190	0	98	0	0	0	0	269	0	0	488	0				
Saturation Flow Module:	<hr/>															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92				
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00				
Final Sat.:	1750	0	1750	0	0	0	0	3800	0	0	3800	0				
Capacity Analysis Module:	<hr/>															
Vol/Sat:	0.11	0.00	0.06	0.00	0.00	0.00	0.00	0.07	0.00	0.00	0.13	0.00				
Crit Moves:	*****						*****									
Green Time:	15.5	0.0	15.5	0.0	0.0	0.0	0.0	35.5	0.0	0.0	35.5	0.0				
Volume/Cap:	0.42	0.00	0.22	0.00	0.00	0.00	0.00	0.12	0.00	0.00	0.22	0.00				
Delay/Veh:	21.4	0.0	18.6	0.0	0.0	0.0	0.0	5.5	0.0	0.0	6.0	0.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	21.4	0.0	18.6	0.0	0.0	0.0	0.0	5.5	0.0	0.0	6.0	0.0				
LOS by Move:	C+	A	B-	A	A	A	A	A	A	A	A	A				
HCM2kAvgQ:	4	0	2	0	0	0	0	1	0	0	2	0				

Note: Queue reported is the number of cars per lane.

455 W. Evelyn Redevelopment  
---Mountain View---  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Background PM

Intersection #6: SR-85 NB Off-Ramp / Evelyn Ave



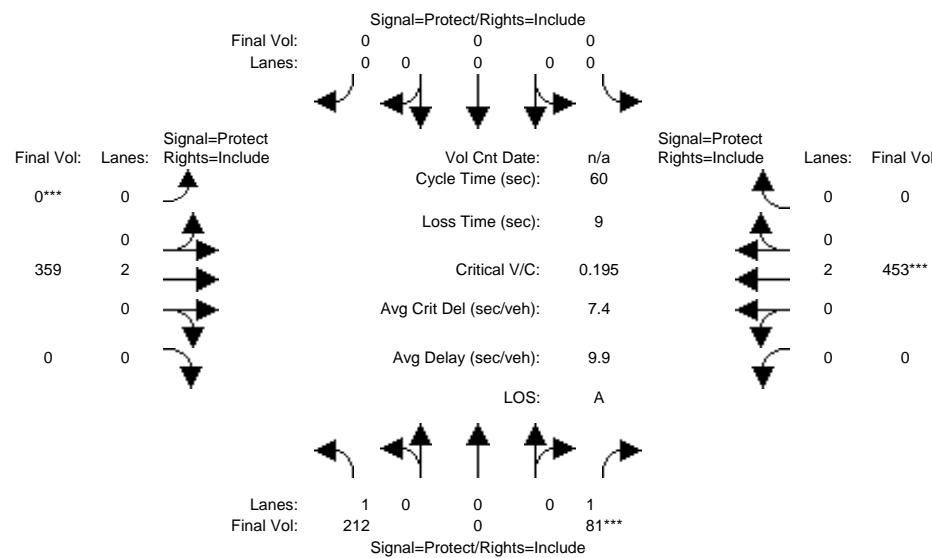
Street Name: SR-85 NB Off-Ramp Evelyn Avenue															
Approach: North Bound			South Bound			East Bound			West Bound						
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	7	10	10	7	10	10	7	10	10	10	7	10	10	10	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Volume Module:															
Base Vol:	218	0	81	0	0	0	0	0	365	0	0	0	462	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	218	0	81	0	0	0	0	0	365	0	0	0	462	0	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	218	0	81	0	0	0	0	0	365	0	0	0	462	0	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	218	0	81	0	0	0	0	0	365	0	0	0	462	0	
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	218	0	81	0	0	0	0	0	365	0	0	0	462	0	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	218	0	81	0	0	0	0	0	365	0	0	0	462	0	
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	1.00	0.92	
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00	0.00	
Final Sat.:	1750	0	1750	0	0	0	0	3800	0	0	3800	0	0	0	
Capacity Analysis Module:															
Vol/Sat:	0.12	0.00	0.05	0.00	0.00	0.00	0.00	0.10	0.00	0.00	0.12	0.00			
Crit Moves:															
Green Time:	14.1	0.0	14.1	0.0	0.0	0.0	0.0	36.9	0.0	0.0	36.9	0.0			
Volume/Cap:	0.53	0.00	0.20	0.00	0.00	0.00	0.00	0.16	0.00	0.00	0.20	0.00			
Delay/Veh:	25.0	0.0	19.5	0.0	0.0	0.0	0.0	5.0	0.0	0.0	5.2	0.0			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	25.0	0.0	19.5	0.0	0.0	0.0	0.0	5.0	0.0	0.0	5.2	0.0			
LOS by Move:	C	A	B-	A	A	A	A	A	A	A	A	A	A	A	
HCM2kAvgQ:	5	0	1	0	0	0	0	1	0	0	2	0			

Note: Queue reported is the number of cars per lane.

455 W. Evelyn Redevelopment  
---Mountain View---  
-California-

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Background + Project PM

Intersection #6: SR-85 NB Off-Ramp / Evelyn Ave



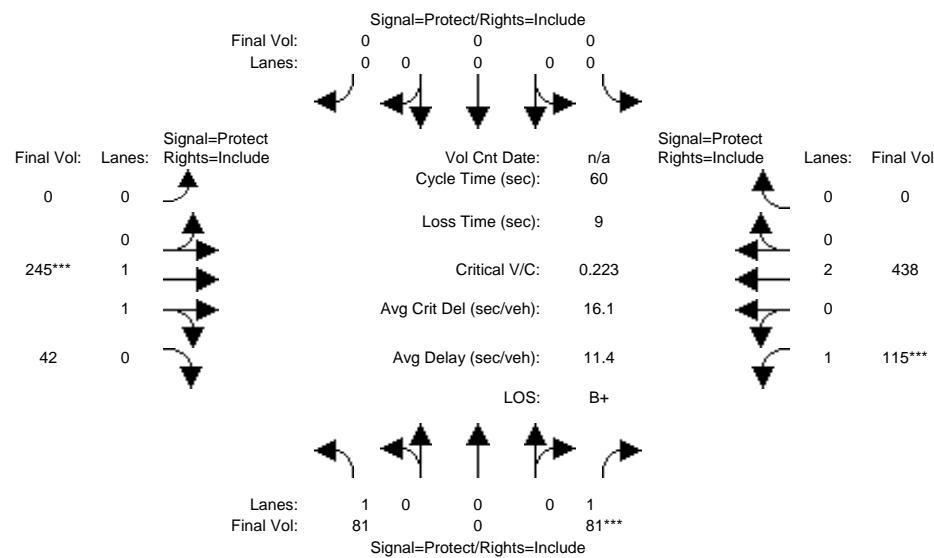
Street Name: SR-85 NB Off-Ramp Evelyn Avenue															
Approach: North Bound			South Bound			East Bound			West Bound						
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	7	10	10	7	10	10	7	10	10	10	7	10	10	10	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Volume Module:															
Base Vol:	212	0	81	0	0	0	0	0	359	0	0	0	453	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	212	0	81	0	0	0	0	0	359	0	0	0	453	0	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	212	0	81	0	0	0	0	0	359	0	0	0	453	0	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	212	0	81	0	0	0	0	0	359	0	0	0	453	0	
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	212	0	81	0	0	0	0	0	359	0	0	0	453	0	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	212	0	81	0	0	0	0	0	359	0	0	0	453	0	
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	1.00	0.92	
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	0.00	0.00	
Final Sat.:	1750	0	1750	0	0	0	0	3800	0	0	3800	0	0	0	
Capacity Analysis Module:															
Vol/Sat:	0.12	0.00	0.05	0.00	0.00	0.00	0.00	0.09	0.00	0.00	0.12	0.00			
Crit Moves:															
Green Time:	14.3	0.0	14.3	0.0	0.0	0.0	0.0	36.7	0.0	0.0	36.7	0.0			
Volume/Cap:	0.51	0.00	0.19	0.00	0.00	0.00	0.00	0.15	0.00	0.00	0.19	0.00			
Delay/Veh:	24.2	0.0	19.3	0.0	0.0	0.0	0.0	5.1	0.0	0.0	5.3	0.0			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	24.2	0.0	19.3	0.0	0.0	0.0	0.0	5.1	0.0	0.0	5.3	0.0			
LOS by Move:	C	A	B-	A	A	A	A	A	A	A	A	A	A	A	
HCM2kAvgQ:	4	0	1	0	0	0	0	1	0	0	2	0			

Note: Queue reported is the number of cars per lane.

455 W. Evelyn Redevelopment  
---Mountain View---  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Background AM

Intersection #7: Ferry Morse Wy / Evelyn Ave



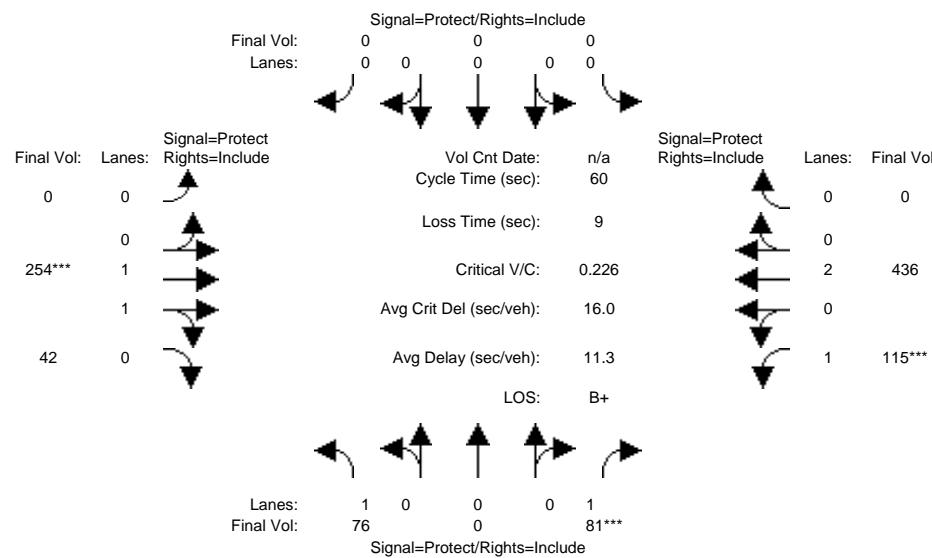
Street Name: Ferry Morse Way Evelyn Avenue															
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	7 10		10 7		10 10		7 10		10 10		7 10		10 10		
Y+R:	4.0 4.0		4.0 4.0		4.0 4.0		4.0 4.0		4.0 4.0		4.0 4.0		4.0 4.0		
Volume Module:	<hr/>														
Base Vol:	81	0	81	0	0	0	0	245	42	115	438	0			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	81	0	81	0	0	0	0	245	42	115	438	0			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	81	0	81	0	0	0	0	245	42	115	438	0			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	81	0	81	0	0	0	0	245	42	115	438	0			
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	81	0	81	0	0	0	0	245	42	115	438	0			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	81	0	81	0	0	0	0	245	42	115	438	0			
Saturation Flow Module:	<hr/>														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92			
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.70	0.30	1.00	2.00	0.00			
Final Sat.:	1750	0	1750	0	0	0	0	3158	541	1750	3800	0			
Capacity Analysis Module:	<hr/>														
Vol/Sat:	0.05	0.00	0.05	0.00	0.00	0.00	0.00	0.08	0.08	0.07	0.12	0.00			
Crit Moves:	****						****								
Green Time:	12.5	0.0	12.5	0.0	0.0	0.0	0.0	20.9	20.9	17.7	38.5	0.0			
Volume/Cap:	0.22	0.00	0.22	0.00	0.00	0.00	0.00	0.22	0.22	0.22	0.18	0.00			
Delay/Veh:	21.2	0.0	21.2	0.0	0.0	0.0	0.0	14.2	14.2	17.0	4.5	0.0			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	21.2	0.0	21.2	0.0	0.0	0.0	0.0	14.2	14.2	17.0	4.5	0.0			
LOS by Move:	C+	A	C+	A	A	A	A	B	B	B	A	A			
HCM2kAvgQ:	2	0	2	0	0	0	0	2	2	2	2	0			

Note: Queue reported is the number of cars per lane.

455 W. Evelyn Redevelopment  
---Mountain View---  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Background + Project AM

Intersection #7: Ferry Morse Wy / Evelyn Ave



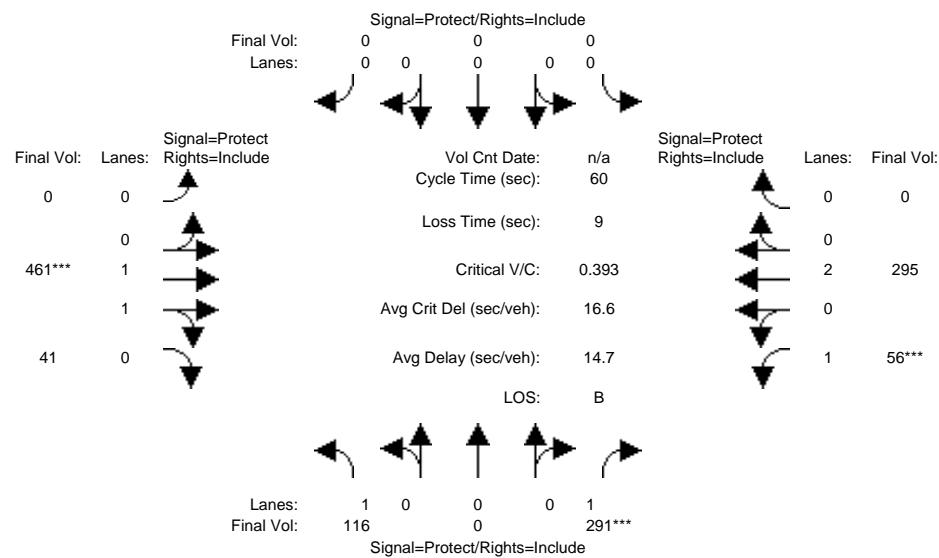
Street Name: Ferry Morse Way Evelyn Avenue															
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	7 10		10 7		10 10		7 10		10 10		7 10		10 10		
Y+R:	4.0 4.0		4.0 4.0		4.0 4.0		4.0 4.0		4.0 4.0		4.0 4.0		4.0 4.0		
Volume Module:	<hr/>														
Base Vol:	76	0	81	0	0	0	0	254	42	115	436	0			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	76	0	81	0	0	0	0	254	42	115	436	0			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	76	0	81	0	0	0	0	254	42	115	436	0			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	76	0	81	0	0	0	0	254	42	115	436	0			
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	76	0	81	0	0	0	0	254	42	115	436	0			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	76	0	81	0	0	0	0	254	42	115	436	0			
Saturation Flow Module:	<hr/>														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92			
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.71	0.29	1.00	2.00	0.00			
Final Sat.:	1750	0	1750	0	0	0	0	3175	525	1750	3800	0			
Capacity Analysis Module:	<hr/>														
Vol/Sat:	0.04	0.00	0.05	0.00	0.00	0.00	0.00	0.08	0.08	0.07	0.11	0.00			
Crit Moves:	*****						*****								
Green Time:	12.3	0.0	12.3	0.0	0.0	0.0	0.0	21.3	21.3	17.5	38.7	0.0			
Volume/Cap:	0.21	0.00	0.23	0.00	0.00	0.00	0.00	0.23	0.23	0.23	0.18	0.00			
Delay/Veh:	21.2	0.0	21.3	0.0	0.0	0.0	0.0	14.0	14.0	17.2	4.4	0.0			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	21.2	0.0	21.3	0.0	0.0	0.0	0.0	14.0	14.0	17.2	4.4	0.0			
LOS by Move:	C+	A	C+	A	A	A	A	B	B	B	A	A			
HCM2kAvgQ:	1	0	2	0	0	0	0	2	2	2	2	0			

Note: Queue reported is the number of cars per lane.

455 W. Evelyn Redevelopment  
---Mountain View---  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Background PM

Intersection #7: Ferry Morse Wy / Evelyn Ave



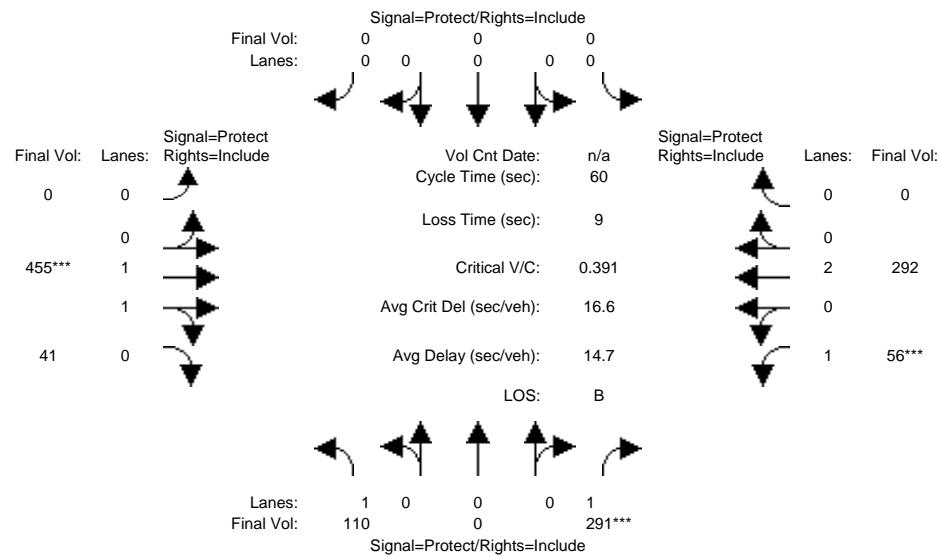
Street Name: Ferry Morse Way Evelyn Avenue Approach: North Bound South Bound East Bound West Bound Movement: L - T - R L - T - R L - T - R L - T - R												
Min. Green:	7	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
<hr/>												
<b>Volume Module:</b>												
Base Vol:	116	0	291	0	0	0	0	461	41	56	295	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	116	0	291	0	0	0	0	461	41	56	295	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	116	0	291	0	0	0	0	461	41	56	295	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	116	0	291	0	0	0	0	461	41	56	295	0
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	0	291	0	0	0	0	461	41	56	295	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	116	0	291	0	0	0	0	461	41	56	295	0
<hr/>												
<b>Saturation Flow Module:</b>												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.83	0.17	1.00	2.00	0.00
Final Sat.:	1750	0	1750	0	0	0	0	3398	302	1750	3800	0
<hr/>												
<b>Capacity Analysis Module:</b>												
Vol/Sat:	0.07	0.00	0.17	0.00	0.00	0.00	0.00	0.14	0.14	0.03	0.08	0.00
Crit Moves:	****						****					
Green Time:	24.2	0.0	24.2	0.0	0.0	0.0	0.0	19.8	19.8	7.0	26.8	0.0
Volume/Cap:	0.16	0.00	0.41	0.00	0.00	0.00	0.00	0.41	0.41	0.27	0.17	0.00
Delay/Veh:	11.9	0.0	14.6	0.0	0.0	0.0	0.0	16.6	16.6	27.5	10.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.9	0.0	14.6	0.0	0.0	0.0	0.0	16.6	16.6	27.5	10.2	0.0
LOS by Move:	B+	A	B	A	A	A	A	B	B	C	B+	A
HCM2kAvgQ:	2	0	4	0	0	0	0	4	4	1	2	0

Note: Queue reported is the number of cars per lane.

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Intersection #7: Ferry Morse Wy / Evelyn Ave



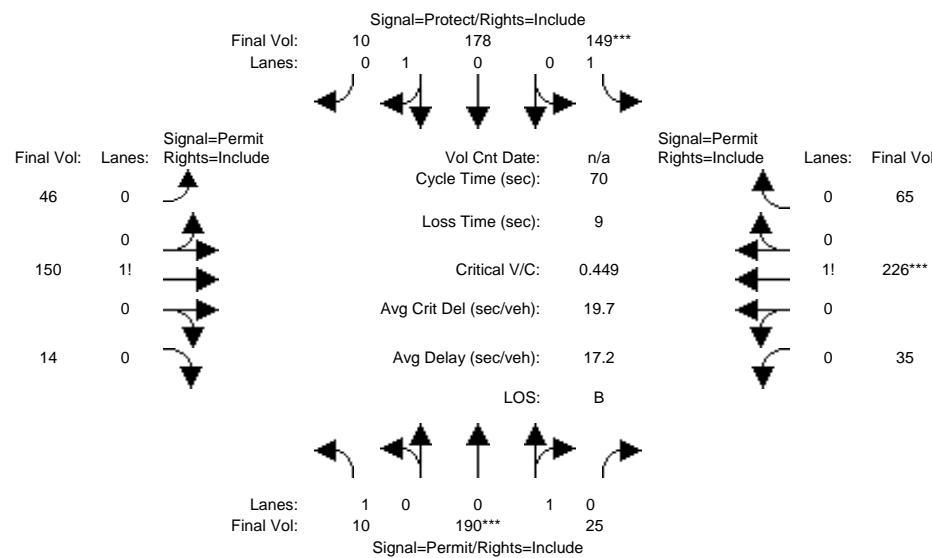
Street Name: Ferry Morse Way Evelyn Avenue Approach: North Bound South Bound East Bound West Bound Movement: L - T - R L - T - R L - T - R L - T - R												
Min. Green:	7	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
<hr/>												
<b>Volume Module:</b>												
Base Vol:	110	0	291	0	0	0	0	455	41	56	292	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	0	291	0	0	0	0	455	41	56	292	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	0	291	0	0	0	0	455	41	56	292	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	0	291	0	0	0	0	455	41	56	292	0
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	0	291	0	0	0	0	455	41	56	292	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	0	291	0	0	0	0	455	41	56	292	0
<hr/>												
<b>Saturation Flow Module:</b>												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.83	0.17	1.00	2.00	0.00
Final Sat.:	1750	0	1750	0	0	0	0	3394	306	1750	3800	0
<hr/>												
<b>Capacity Analysis Module:</b>												
Vol/Sat:	0.06	0.00	0.17	0.00	0.00	0.00	0.00	0.13	0.13	0.03	0.08	0.00
Crit Moves:	****						****					
Green Time:	24.4	0.0	24.4	0.0	0.0	0.0	0.0	19.6	19.6	7.0	26.6	0.0
Volume/Cap:	0.15	0.00	0.41	0.00	0.00	0.00	0.00	0.41	0.41	0.27	0.17	0.00
Delay/Veh:	11.8	0.0	14.4	0.0	0.0	0.0	0.0	16.7	16.7	27.5	10.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.8	0.0	14.4	0.0	0.0	0.0	0.0	16.7	16.7	27.5	10.3	0.0
LOS by Move:	B+	A	B	A	A	A	A	B	B	C	B+	A
HCM2kAvgQ:	1	0	4	0	0	0	0	4	4	1	2	0

Note: Queue reported is the number of cars per lane.

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Intersection #8: Castro St / Villa St



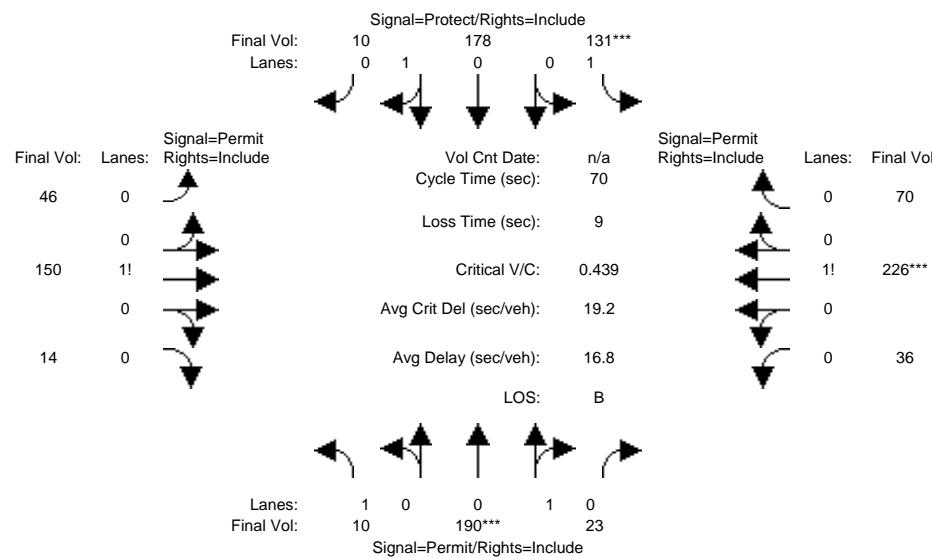
Street Name: Castro Street Villa Street														
Approach:	North Bound			South Bound			East Bound			West Bound				
	L	-	T	-	R	L	-	T	-	R	L	-	T	-
Min. Green:	10 10		10 7		10 10		10 10		10 10		10 10		10 10	
Y+R:	4.0 4.0		4.0 4.0		4.0 4.0		4.0 4.0		4.0 4.0		4.0 4.0		4.0 4.0	
Volume Module:														
Base Vol:	10 190		25 149		178 10		46 150		14 35		226 65			
Growth Adj:	1.00 1.00		1.00 1.00		1.00 1.00		1.00 1.00		1.00 1.00		1.00 1.00			
Initial Bse:	10 190		25 149		178 10		46 150		14 35		226 65			
Added Vol:	0 0		0 0		0 0		0 0		0 0		0 0			
PasserByVol:	0 0		0 0		0 0		0 0		0 0		0 0			
Initial Fut:	10 190		25 149		178 10		46 150		14 35		226 65			
User Adj:	1.00 1.00		1.00 1.00		1.00 1.00		1.00 1.00		1.00 1.00		1.00 1.00			
PHF Adj:	1.00 1.00		1.00 1.00		1.00 1.00		1.00 1.00		1.00 1.00		1.00 1.00			
PHF Volume:	10 190		25 149		178 10		46 150		14 35		226 65			
Reduc Vol:	0 0		0 0		0 0		0 0		0 0		0 0			
Reduced Vol:	10 190		25 149		178 10		46 150		14 35		226 65			
PCE Adj:	1.00 1.00		1.00 1.00		1.00 1.00		1.00 1.00		1.00 1.00		1.00 1.00			
MLF Adj:	1.00 1.00		1.00 1.00		1.00 1.00		1.00 1.00		1.00 1.00		1.00 1.00			
FinalVolume:	10 190		25 149		178 10		46 150		14 35		226 65			
Saturation Flow Module:														
Sat/Lane:	1900 1900		1900 1900		1900 1900		1900 1900		1900 1900		1900 1900			
Adjustment:	0.92 0.95		0.95 0.92		0.92 0.95		0.95 0.92		0.92 0.92		0.92 0.92			
Lanes:	1.00 0.88		0.12 1.00		0.95 0.95		0.05 0.22		0.71 0.71		0.07 0.11		0.69 0.69	
Final Sat.:	1750 1591		209 1750		1704 96		383 1250		117 138		188 151		1213 349	
Capacity Analysis Module:														
Vol/Sat:	0.01 0.12		0.12 0.09		0.10 0.10		0.10 0.12		0.12 0.12		0.12 0.19		0.19 0.19	
Crit Moves:	****		****		****		****		****		****		****	
Green Time:	18.6 18.6		18.6 13.3		31.9 31.9		29.1 29.1		29.1 29.1		29.1 29.1		29.1 29.1	
Volume/Cap:	0.02 0.45		0.45 0.45		0.23 0.23		0.29 0.29		0.29 0.29		0.45 0.45		0.45 0.45	
Delay/Veh:	19.0 22.1		22.1 26.1		11.7 11.7		11.7 13.8		13.8 13.8		13.8 15.1		15.1 15.1	
User DelAdj:	1.00 1.00		1.00 1.00		1.00 1.00		1.00 1.00		1.00 1.00		1.00 1.00		1.00 1.00	
AdjDel/Veh:	19.0 22.1		22.1 26.1		11.7 11.7		11.7 13.8		13.8 13.8		13.8 15.1		15.1 15.1	
LOS by Move:	B- C+		C+ B+		B+ B		B B		B B		B B		B B	
HCM2kAvgQ:	0 4		4 4		3 3		3 3		3 3		6 6		6 6	

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations (Future Volume Alternative)  
Background + Project AM

Intersection #8: Castro St / Villa St



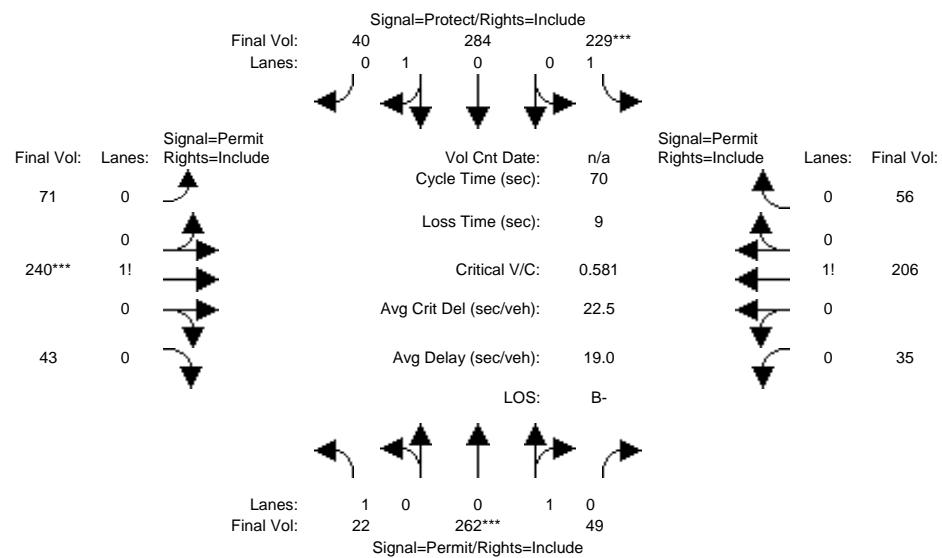
Street Name: Castro Street Villa Street														
Approach:	North Bound			South Bound			East Bound			West Bound				
	L	-	T	-	R	L	-	T	-	R	L	-	T	-
Min. Green:	10 10		10 7		10 10		10 10		10 10		10 10		10 10	
Y+R:	4.0 4.0		4.0 4.0		4.0 4.0		4.0 4.0		4.0 4.0		4.0 4.0		4.0 4.0	
Volume Module:														
Base Vol:	10 190		23 131		178 10		46 150		14 36		226 70			
Growth Adj:	1.00 1.00		1.00 1.00		1.00 1.00		1.00 1.00		1.00 1.00		1.00 1.00			
Initial Bse:	10 190		23 131		178 10		46 150		14 36		226 70			
Added Vol:	0 0		0 0		0 0		0 0		0 0		0 0			
PasserByVol:	0 0		0 0		0 0		0 0		0 0		0 0			
Initial Fut:	10 190		23 131		178 10		46 150		14 36		226 70			
User Adj:	1.00 1.00		1.00 1.00		1.00 1.00		1.00 1.00		1.00 1.00		1.00 1.00			
PHF Adj:	1.00 1.00		1.00 1.00		1.00 1.00		1.00 1.00		1.00 1.00		1.00 1.00			
PHF Volume:	10 190		23 131		178 10		46 150		14 36		226 70			
Reduc Vol:	0 0		0 0		0 0		0 0		0 0		0 0			
Reduced Vol:	10 190		23 131		178 10		46 150		14 36		226 70			
PCE Adj:	1.00 1.00		1.00 1.00		1.00 1.00		1.00 1.00		1.00 1.00		1.00 1.00			
MLF Adj:	1.00 1.00		1.00 1.00		1.00 1.00		1.00 1.00		1.00 1.00		1.00 1.00			
FinalVolume:	10 190		23 131		178 10		46 150		14 36		226 70			
Saturation Flow Module:														
Sat/Lane:	1900 1900		1900 1900		1900 1900		1900 1900		1900 1900		1900 1900			
Adjustment:	0.92 0.95		0.95 0.92		0.92 0.95		0.95 0.92		0.92 0.92		0.92 0.92			
Lanes:	1.00 0.89		0.11 1.00		0.95 0.95		0.05 0.22		0.71 0.71		0.07 0.11		0.68 0.68	
Final Sat.:	1750 1606		194 1750		1704 96		383 1250		117 130		190 1191		369 369	
Capacity Analysis Module:														
Vol/Sat:	0.01 0.12		0.12 0.07		0.10 0.10		0.12 0.12		0.12 0.12		0.19 0.19		0.19 0.19	
Crit Moves:	****		****		****		****		****		****		****	
Green Time:	18.9 18.9		18.9 11.9		30.8 30.8		30.2 30.2		30.2 30.2		30.2 30.2		30.2 30.2	
Volume/Cap:	0.02 0.44		0.44 0.44		0.24 0.24		0.28 0.28		0.28 0.28		0.44 0.44		0.44 0.44	
Delay/Veh:	18.8 21.8		21.8 27.1		12.4 12.4		13.0 13.0		13.0 13.0		14.4 14.4		14.4 14.4	
User DelAdj:	1.00 1.00		1.00 1.00		1.00 1.00		1.00 1.00		1.00 1.00		1.00 1.00		1.00 1.00	
AdjDel/Veh:	18.8 21.8		21.8 27.1		12.4 12.4		13.0 13.0		13.0 13.0		14.4 14.4		14.4 14.4	
LOS by Move:	B- C+		C+ C		B B		B B		B B		B B		B B	
HCM2kAvgQ:	0 4		4 3		3 3		3 3		3 3		6 6		6 6	

Note: Queue reported is the number of cars per lane.

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Intersection #8: Castro St / Villa St



Street Name: Castro Street Villa Street															
Approach: North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	10	10	10	7	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:															
Base Vol:	22	262	49	229	284	40	71	240	43	35	206	56			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	22	262	49	229	284	40	71	240	43	35	206	56			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	22	262	49	229	284	40	71	240	43	35	206	56			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	22	262	49	229	284	40	71	240	43	35	206	56			
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	22	262	49	229	284	40	71	240	43	35	206	56			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	22	262	49	229	284	40	71	240	43	35	206	56			
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92			
Lanes:	1.00	0.84	0.16	1.00	0.88	0.12	0.20	0.68	0.12	0.12	0.69	0.19			
Final Sat.:	1750	1516	284	1750	1578	222	351	1186	213	206	1214	330			
Capacity Analysis Module:															
Vol/Sat:	0.01	0.17	0.17	0.13	0.18	0.18	0.20	0.20	0.20	0.17	0.17	0.17			
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****			
Green Time:	20.8	20.8	20.8	15.8	36.6	36.6	24.4	24.4	24.4	24.4	24.4	24.4			
Volume/Cap:	0.04	0.58	0.58	0.58	0.34	0.34	0.58	0.58	0.58	0.49	0.49	0.49			
Delay/Veh:	17.5	22.5	22.5	26.3	9.9	9.9	20.0	20.0	20.0	18.5	18.5	18.5			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	17.5	22.5	22.5	26.3	9.9	9.9	20.0	20.0	20.0	18.5	18.5	18.5			
LOS by Move:	B	C+	C+	C	A	A	C+	C+	C+	B-	B-	B-			
HCM2kAvgQ:	0	7	7	6	4	4	7	7	7	6	6	6			

Note: Queue reported is the number of cars per lane.

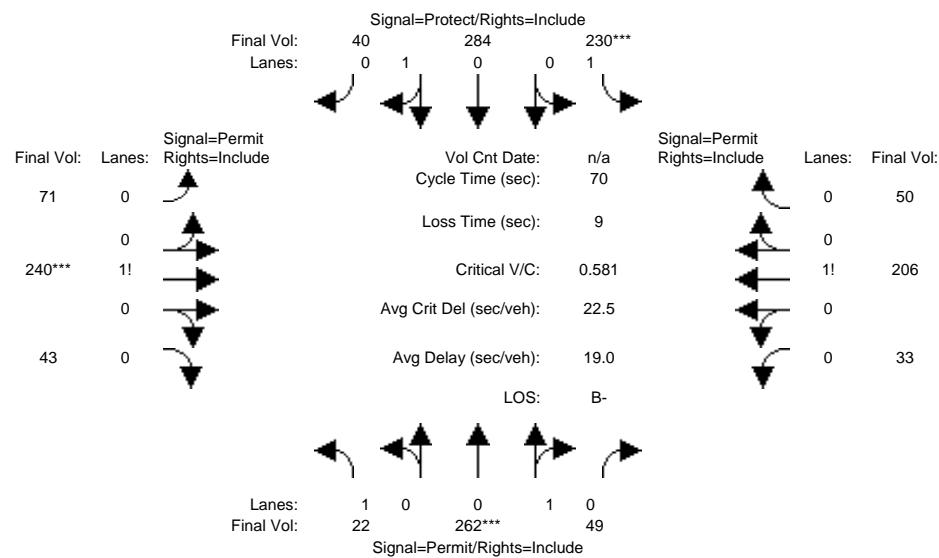
## 455 W. Evelyn Redevelopment

---Mountain View---

-California-

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Background + Project PM

## Intersection #8: Castro St / Villa St



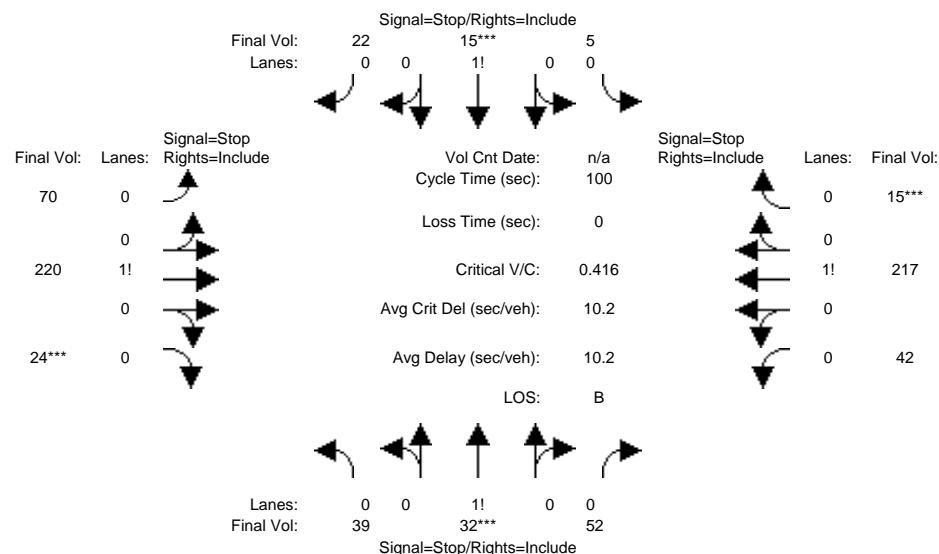
Street Name: Castro Street Villa Street																
Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
Min. Green:	10		10		10		7		10		10		10		10	
Y+R:	4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0	
Volume Module:	<hr/>															
Base Vol:	22	262	49	230	284	40	71	240	43	33	206	50				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	22	262	49	230	284	40	71	240	43	33	206	50				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	22	262	49	230	284	40	71	240	43	33	206	50				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	22	262	49	230	284	40	71	240	43	33	206	50				
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	22	262	49	230	284	40	71	240	43	33	206	50				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	22	262	49	230	284	40	71	240	43	33	206	50				
Saturation Flow Module:	<hr/>															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92				
Lanes:	1.00	0.84	0.16	1.00	0.88	0.12	0.20	0.68	0.12	0.11	0.72	0.17				
Final Sat.:	1750	1516	284	1750	1578	222	351	1186	213	200	1247	303				
Capacity Analysis Module:	<hr/>															
Vol/Sat:	0.01	0.17	0.17	0.13	0.18	0.18	0.20	0.20	0.20	0.17	0.17	0.17				
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****				
Green Time:	20.8	20.8	20.8	15.8	36.6	36.6	24.4	24.4	24.4	24.4	24.4	24.4				
Volume/Cap:	0.04	0.58	0.58	0.58	0.34	0.34	0.58	0.58	0.58	0.47	0.47	0.47				
Delay/Veh:	17.5	22.5	22.5	26.3	9.9	9.9	20.1	20.1	20.1	18.4	18.4	18.4				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	17.5	22.5	22.5	26.3	9.9	9.9	20.1	20.1	20.1	18.4	18.4	18.4				
LOS by Move:	B	C+	C+	C	A	A	C+	C+	C+	B-	B-	B-				
HCM2kAvgQ:	0	7	7	6	4	4	7	7	7	6	6	6				

Note: Queue reported is the number of cars per lane.

455 W. Evelyn Redevelopment  
---Mountain View---  
-California-

Level Of Service Computation Report  
2000 HCM 4-Way Stop (Future Volume Alternative)  
Background AM

Intersection #9: Hope St / Villa St



Street Name: Hope Street Villa Street															
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Volume Module:															
Base Vol:	39	32	52	5	15	22	70	220	24	42	217	15			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	39	32	52	5	15	22	70	220	24	42	217	15			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	39	32	52	5	15	22	70	220	24	42	217	15			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	39	32	52	5	15	22	70	220	24	42	217	15			
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	39	32	52	5	15	22	70	220	24	42	217	15			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	39	32	52	5	15	22	70	220	24	42	217	15			
Saturation Flow Module:															
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	0.32	0.26	0.42	0.12	0.36	0.52	0.22	0.70	0.08	0.15	0.80	0.05			
Final Sat.:	205	168	274	75	224	328	168	529	58	114	591	41			
Capacity Analysis Module:															
Vol/Sat:	0.19	0.19	0.19	0.07	0.07	0.07	0.42	0.42	0.42	0.37	0.37	0.37			
Crit Moves:	****	****	****				****	****	****	****	****	****			
Delay/Veh:	9.1	9.1	9.1	8.4	8.4	8.4	10.7	10.7	10.7	10.2	10.2	10.2			
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	9.1	9.1	9.1	8.4	8.4	8.4	10.7	10.7	10.7	10.2	10.2	10.2			
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B			
ApproachDel:	9.1			8.4			10.7			10.2					
Delay Adj:	1.00			1.00			1.00			1.00					
ApprAdjDel:	9.1			8.4			10.7			10.2					
LOS by Appr:	A			A			B			B					
AllWayAvgQ:	0.2	0.2	0.2	0.1	0.1	0.1	0.7	0.7	0.7	0.5	0.5	0.5			

Note: Queue reported is the number of cars per lane.

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
Intersection #9 Hope St / Villa St  
\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

	North Bound	South Bound	East Bound	West Bound
Approach:	L - T - R	L - T - R	L - T - R	L - T - R
Movement:				
Control:	Stop Sign	Stop Sign	Stop Sign	Stop Sign
Lanes:	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0
Initial Vol:	39 32 52 5 15	22 70 220 24	42 217 15	

Major Street Volume: 588  
Minor Approach Volume: 123  
Minor Approach Volume Threshold: 361

#### SIGNAL WARRANT DISCLAIMER

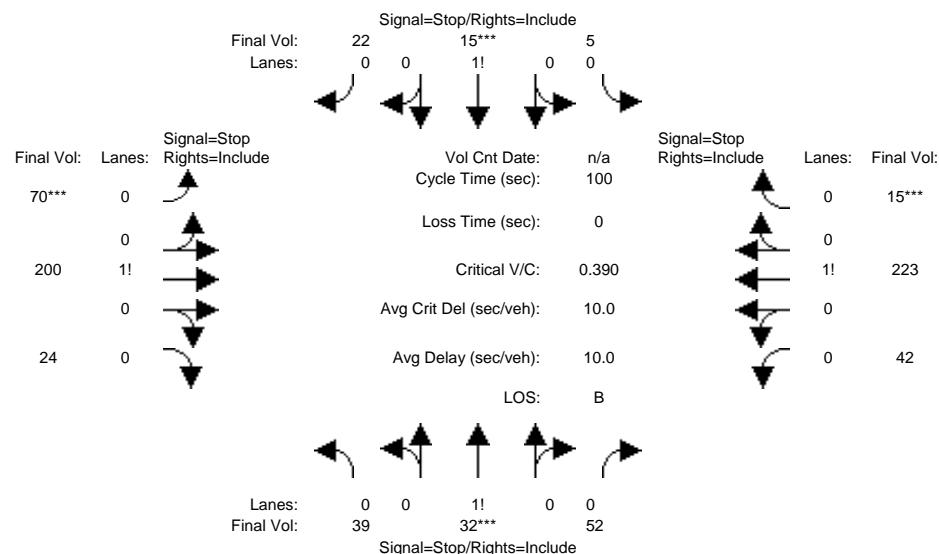
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455 W. Evelyn Redevelopment  
---Mountain View---  
-California-

Level Of Service Computation Report  
2000 HCM 4-Way Stop (Future Volume Alternative)  
Background + Project AM

Intersection #9: Hope St / Villa St



Street Name: Hope Street Villa Street															
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Volume Module:															
Base Vol:	39	32	52	5	15	22	70	200	24	42	223	15			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	39	32	52	5	15	22	70	200	24	42	223	15			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	39	32	52	5	15	22	70	200	24	42	223	15			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	39	32	52	5	15	22	70	200	24	42	223	15			
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	39	32	52	5	15	22	70	200	24	42	223	15			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	39	32	52	5	15	22	70	200	24	42	223	15			
Saturation Flow Module:															
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	0.32	0.26	0.42	0.12	0.36	0.52	0.24	0.68	0.08	0.15	0.80	0.05			
Final Sat.:	207	170	276	75	226	331	180	513	62	113	598	40			
Capacity Analysis Module:															
Vol/Sat:	0.19	0.19	0.19	0.07	0.07	0.07	0.39	0.39	0.39	0.37	0.37	0.37			
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****			
Delay/Veh:	9.1	9.1	9.1	8.4	8.4	8.4	10.4	10.4	10.4	10.3	10.3	10.3			
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	9.1	9.1	9.1	8.4	8.4	8.4	10.4	10.4	10.4	10.3	10.3	10.3			
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B			
ApproachDel:	9.1						8.4		10.4			10.3			
Delay Adj:	1.00						1.00		1.00			1.00			
ApprAdjDel:	9.1						8.4		10.4			10.3			
LOS by Appr:	A						A		B			B			
AllWayAvgQ:	0.2	0.2	0.2	0.1	0.1	0.1	0.6	0.6	0.6	0.5	0.5	0.5			

Note: Queue reported is the number of cars per lane.

Peak Hour Volume Signal Warrant Report [Urban]

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Intersection #9 Hope St / Villa St

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

	North Bound	South Bound	East Bound	West Bound
Approach:	L - T - R	L - T - R	L - T - R	L - T - R
Movement:				
Control:	Stop Sign	Stop Sign	Stop Sign	Stop Sign
Lanes:	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0
Initial Vol:	39 32 52 5 15	22 70 200	24 42 223	15

Major Street Volume: 574  
Minor Approach Volume: 123  
Minor Approach Volume Threshold: 367

#### SIGNAL WARRANT DISCLAIMER

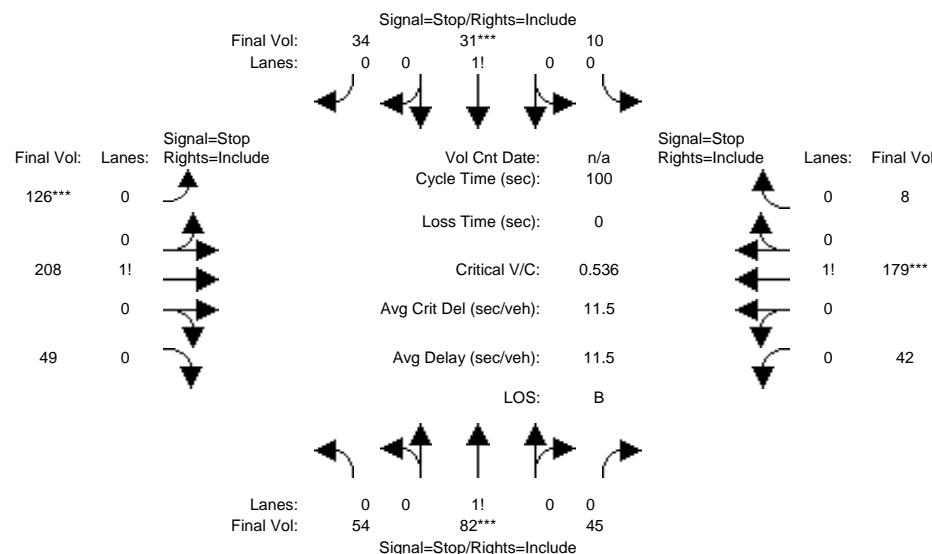
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455 W. Evelyn Redevelopment  
---Mountain View---  
-California-

Level Of Service Computation Report  
2000 HCM 4-Way Stop (Future Volume Alternative)  
Background PM

Intersection #9: Hope St / Villa St



Street Name: Hope Street Villa Street															
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	0 0		0 0		0 0		0 0		0 0		0 0		0 0		
Volume Module:															
Base Vol:	54	82	45	10	31	34	126	208	49	42	179	8			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	54	82	45	10	31	34	126	208	49	42	179	8			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	54	82	45	10	31	34	126	208	49	42	179	8			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	54	82	45	10	31	34	126	208	49	42	179	8			
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	54	82	45	10	31	34	126	208	49	42	179	8			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	54	82	45	10	31	34	126	208	49	42	179	8			
Saturation Flow Module:															
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	0.30	0.45	0.25	0.13	0.41	0.46	0.33	0.54	0.13	0.18	0.79	0.03			
Final Sat.:	184	279	153	78	243	266	235	388	91	123	526	24			
Capacity Analysis Module:															
Vol/Sat:	0.29	0.29	0.29	0.13	0.13	0.13	0.54	0.54	0.54	0.34	0.34	0.34			
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****			
Delay/Veh:	10.4	10.4	10.4	9.1	9.1	9.1	13.0	13.0	13.0	10.5	10.5	10.5			
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	10.4	10.4	10.4	9.1	9.1	9.1	13.0	13.0	13.0	10.5	10.5	10.5			
LOS by Move:	B	B	B	A	A	A	B	B	B	B	B	B			
ApproachDel:	10.4			9.1			13.0					10.5			
Delay Adj:	1.00			1.00			1.00					1.00			
ApprAdjDel:	10.4			9.1			13.0					10.5			
LOS by Appr:	B			A			B					B			
AllWayAvgQ:	0.3	0.3	0.3	0.1	0.1	0.1	1.0	1.0	1.0	0.5	0.5	0.5			

Note: Queue reported is the number of cars per lane.

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
Intersection #9 Hope St / Villa St  
\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

	North Bound	South Bound	East Bound	West Bound
Approach:	L - T - R	L - T - R	L - T - R	L - T - R
Movement:				
Control:	Stop Sign	Stop Sign	Stop Sign	Stop Sign
Lanes:	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0
Initial Vol:	54 82 45 10	31 34 126 208	49 42 179 8	

Major Street Volume: 612  
Minor Approach Volume: 181  
Minor Approach Volume Threshold: 350

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**SIGNAL WARRANT DISCLAIMER**

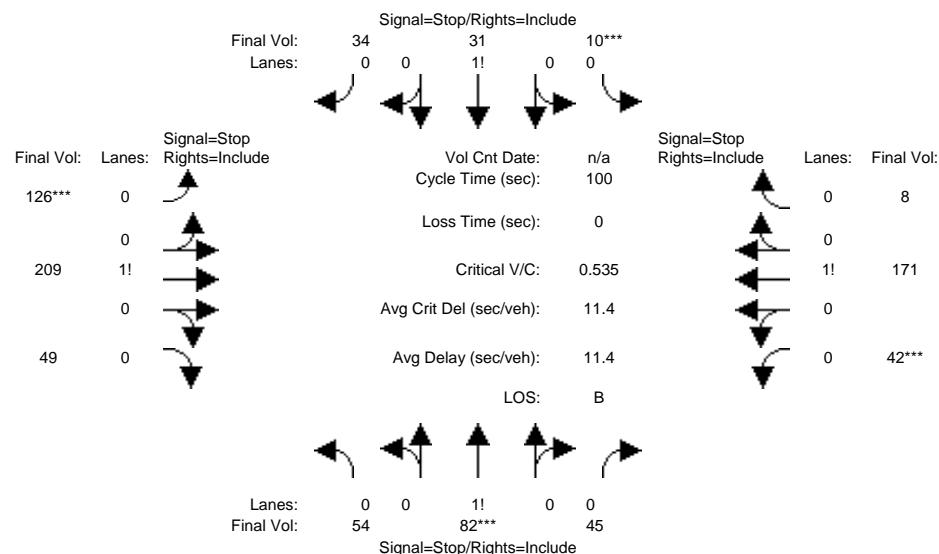
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455 W. Evelyn Redevelopment  
---Mountain View---  
-California-

Level Of Service Computation Report  
2000 HCM 4-Way Stop (Future Volume Alternative)  
Background + Project PM

Intersection #9: Hope St / Villa St



Street Name: Hope Street Villa Street															
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	0 0		0 0		0 0		0 0		0 0		0 0		0 0		
Volume Module:															
Base Vol:	54	82	45	10	31	34	126	209	49	42	171	8			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	54	82	45	10	31	34	126	209	49	42	171	8			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	54	82	45	10	31	34	126	209	49	42	171	8			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	54	82	45	10	31	34	126	209	49	42	171	8			
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	54	82	45	10	31	34	126	209	49	42	171	8			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	54	82	45	10	31	34	126	209	49	42	171	8			
Saturation Flow Module:															
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	0.30	0.45	0.25	0.13	0.41	0.46	0.33	0.54	0.13	0.19	0.77	0.04			
Final Sat.:	184	280	153	79	244	268	236	391	92	128	521	24			
Capacity Analysis Module:															
Vol/Sat:	0.29	0.29	0.29	0.13	0.13	0.13	0.53	0.53	0.53	0.33	0.33	0.33			
Crit Moves:	****		****		****		****		****		****				
Delay/Veh:	10.3	10.3	10.3	9.1	9.1	9.1	13.0	13.0	13.0	10.4	10.4	10.4			
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	10.3	10.3	10.3	9.1	9.1	9.1	13.0	13.0	13.0	10.4	10.4	10.4			
LOS by Move:	B	B	B	A	A	A	B	B	B	B	B	B			
ApproachDel:	10.3			9.1			13.0					10.4			
Delay Adj:	1.00			1.00			1.00					1.00			
ApprAdjDel:	10.3			9.1			13.0					10.4			
LOS by Appr:	B			A			B					B			
AllWayAvgQ:	0.3	0.3	0.3	0.1	0.1	0.1	1.0	1.0	1.0	0.4	0.4	0.4			

Note: Queue reported is the number of cars per lane.

Peak Hour Volume Signal Warrant Report [Urban]

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Intersection #9 Hope St / Villa St

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

	North Bound	South Bound	East Bound	West Bound
Approach:	L - T - R	L - T - R	L - T - R	L - T - R
Movement:				
Control:	Stop Sign	Stop Sign	Stop Sign	Stop Sign
Lanes:	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0
Initial Vol:	54 82 45 10	31 34 126 209	49 42 171 8	

Major Street Volume: 605  
Minor Approach Volume: 181  
Minor Approach Volume Threshold: 353

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**SIGNAL WARRANT DISCLAIMER**

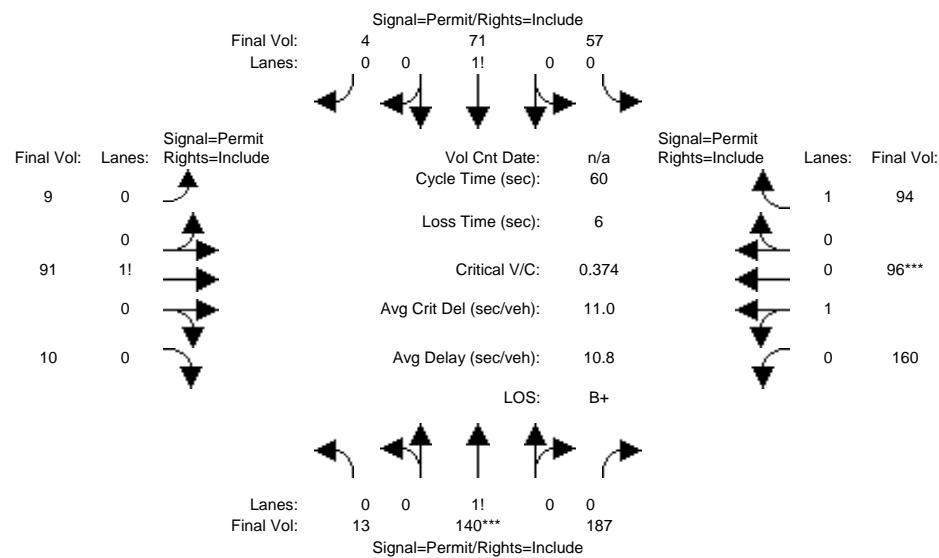
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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455 W. Evelyn Redevelopment  
---Mountain View---  
-California-

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Background AM

## Intersection #10: Calderon Ave / Dana St



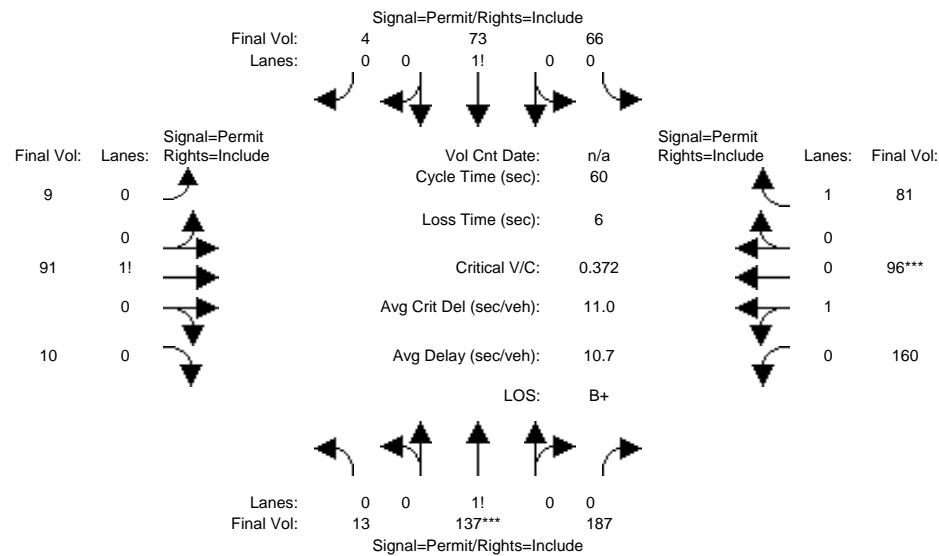
Street Name: Calderon Avenue Dana Street															
Approach: North Bound South Bound				East Bound West Bound											
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10	10	10	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Volume Module:															
Base Vol:	13	140	187	57	71	4	9	91	10	160	96	94			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:	13	140	187	57	71	4	9	91	10	160	96	94			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0		
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0		
Initial Fut:	13	140	187	57	71	4	9	91	10	160	96	94			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	13	140	187	57	71	4	9	91	10	160	96	94			
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	13	140	187	57	71	4	9	91	10	160	96	94			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
FinalVolume:	13	140	187	57	71	4	9	91	10	160	96	94			
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.95		
Lanes:	0.04	0.41	0.55	0.43	0.54	0.03	0.08	0.83	0.09	0.63	0.37	1.00			
Final Sat.:	67	721	963	756	941	53	143	1448	159	1125	675	1750			
Capacity Analysis Module:															
Vol/Sat:	0.19	0.19	0.19	0.08	0.08	0.08	0.06	0.06	0.06	0.14	0.14	0.05			
Crit Moves:															
Green Time:	31.2	31.2	31.2	31.2	31.2	31.2	22.8	22.8	22.8	22.8	22.8	22.8			
Volume/Cap:	0.37	0.37	0.37	0.15	0.15	0.15	0.17	0.17	0.17	0.37	0.37	0.14			
Delay/Veh:	8.9	8.9	8.9	7.6	7.6	7.6	12.4	12.4	12.4	12.4	13.8	13.8	12.3		
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
AdjDel/Veh:	8.9	8.9	8.9	7.6	7.6	7.6	12.4	12.4	12.4	12.4	13.8	13.8	12.3		
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B			
HCM2kAvgQ:	4	4	4	1	1	1	2	2	2	4	4	4	1		

Note: Queue reported is the number of cars per lane.

455 W. Evelyn Redevelopment  
---Mountain View---  
-California-

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Background + Project AM

Intersection #10: Calderon Ave / Dana St



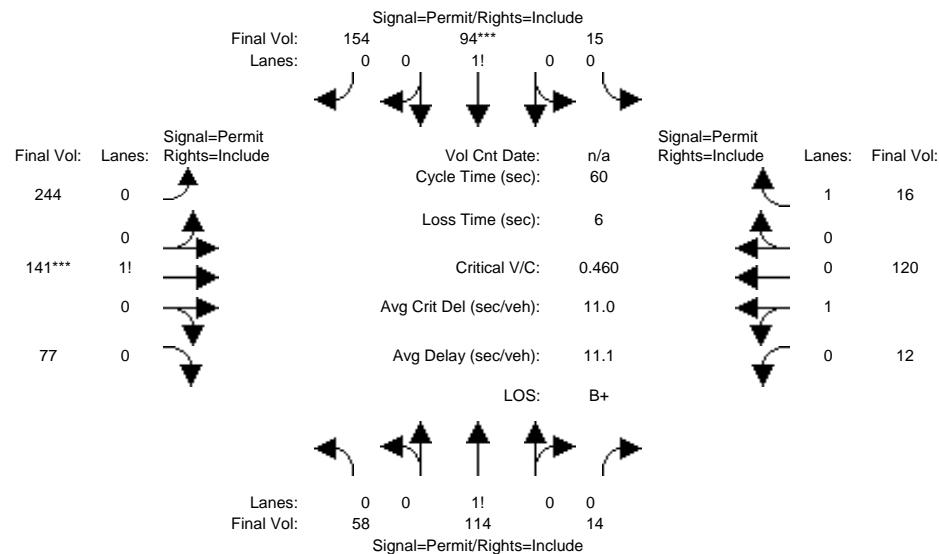
Street Name: Calderon Avenue Dana Street														
Approach:	North Bound			South Bound			East Bound			West Bound				
	L	-	T	-	R	L	-	T	-	R	L	-	T	-
Min. Green:	10		10		10		10		10		10		10	
Y+R:	4.0		4.0		4.0		4.0		4.0		4.0		4.0	
Volume Module:	----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----													
Base Vol:	13	137	187	66	73	4	9	91	10	160	96	81		
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:	13	137	187	66	73	4	9	91	10	160	96	81		
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0		
Initial Fut:	13	137	187	66	73	4	9	91	10	160	96	81		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	13	137	187	66	73	4	9	91	10	160	96	81		
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	13	137	187	66	73	4	9	91	10	160	96	81		
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
FinalVolume:	13	137	187	66	73	4	9	91	10	160	96	81		
Saturation Flow Module:	----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----													
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92		
Lanes:	0.04	0.41	0.55	0.46	0.51	0.03	0.08	0.83	0.09	0.63	0.37	1.00		
Final Sat.:	68	711	971	808	893	49	143	1448	159	1125	675	1750		
Capacity Analysis Module:	----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----													
Vol/Sat:	0.19	0.19	0.19	0.08	0.08	0.08	0.06	0.06	0.06	0.14	0.14	0.05		
Crit Moves:	*****----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----													
Green Time:	31.1	31.1	31.1	31.1	31.1	31.1	22.9	22.9	22.9	22.9	22.9	22.9		
Volume/Cap:	0.37	0.37	0.37	0.16	0.16	0.16	0.16	0.16	0.16	0.37	0.37	0.12		
Delay/Veh:	8.9	8.9	8.9	7.7	7.7	7.7	12.3	12.3	12.3	13.7	13.7	12.1		
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
AdjDel/Veh:	8.9	8.9	8.9	7.7	7.7	7.7	12.3	12.3	12.3	13.7	13.7	12.1		
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B		
HCM2kAvgQ:	4	4	4	2	2	2	2	2	2	4	4	1		

Note: Queue reported is the number of cars per lane.

455 W. Evelyn Redevelopment  
---Mountain View---  
-California-

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Background PM

Intersection #10: Calderon Ave / Dana St



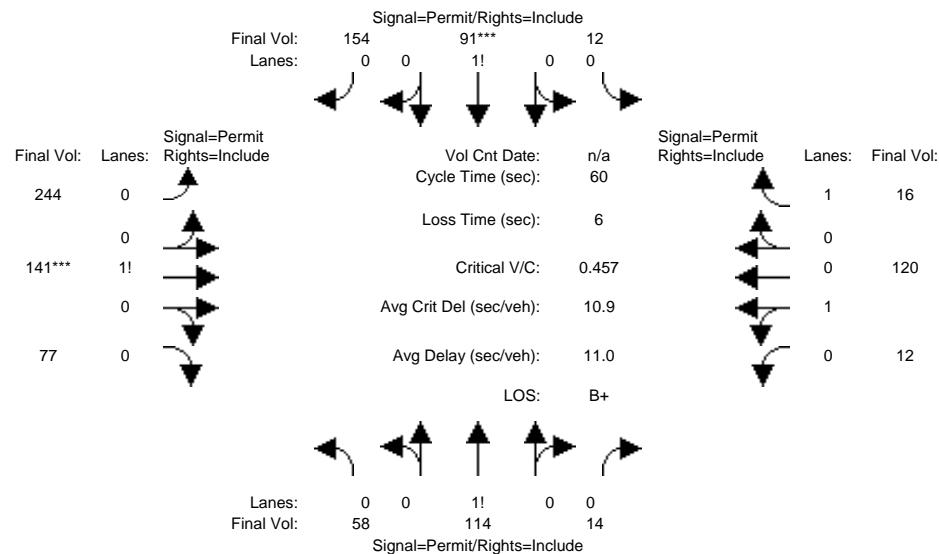
Street Name: Calderon Avenue Dana Street															
Approach:	North Bound				South Bound				East Bound				West Bound		
	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:															
Base Vol:	58	114	14	15	94	154	244	141	77	12	120	16			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	58	114	14	15	94	154	244	141	77	12	120	16			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	58	114	14	15	94	154	244	141	77	12	120	16			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	58	114	14	15	94	154	244	141	77	12	120	16			
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	58	114	14	15	94	154	244	141	77	12	120	16			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	58	114	14	15	94	154	244	141	77	12	120	16			
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.95			
Lanes:	0.31	0.61	0.08	0.06	0.36	0.58	0.53	0.30	0.17	0.09	0.91	1.00			
Final Sat.:	546	1073	132	100	625	1025	924	534	292	164	1636	1750			
Capacity Analysis Module:															
Vol/Sat:	0.11	0.11	0.11	0.15	0.15	0.15	0.26	0.26	0.26	0.07	0.07	0.01			
Crit Moves:															
Green Time:	19.6	19.6	19.6	19.6	19.6	19.6	34.4	34.4	34.4	34.4	34.4	34.4			
Volume/Cap:	0.33	0.33	0.33	0.46	0.46	0.46	0.46	0.46	0.46	0.13	0.13	0.02			
Delay/Veh:	15.6	15.6	15.6	16.6	16.6	16.6	7.7	7.7	7.7	5.9	5.9	5.5			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	15.6	15.6	15.6	16.6	16.6	16.6	7.7	7.7	7.7	5.9	5.9	5.5			
LOS by Move:	B	B	B	B	B	A	A	A	A	A	A	A			
HCM2kAvgQ:	3	3	3	5	5	5	6	6	6	1	1	0			

Note: Queue reported is the number of cars per lane.

455 W. Evelyn Redevelopment  
---Mountain View---  
-California-

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Background + Project PM

Intersection #10: Calderon Ave / Dana St



Street Name: Calderon Avenue Dana Street															
Approach:	North Bound			South Bound			East Bound			West Bound					
	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:															
Base Vol:	58	114	14	12	91	154	244	141	77	12	120	16			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	58	114	14	12	91	154	244	141	77	12	120	16			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	58	114	14	12	91	154	244	141	77	12	120	16			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	58	114	14	12	91	154	244	141	77	12	120	16			
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	58	114	14	12	91	154	244	141	77	12	120	16			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	58	114	14	12	91	154	244	141	77	12	120	16			
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.95			
Lanes:	0.31	0.61	0.08	0.05	0.35	0.60	0.53	0.30	0.17	0.09	0.91	1.00			
Final Sat.:	546	1073	132	82	620	1049	924	534	292	164	1636	1750			
Capacity Analysis Module:															
Vol/Sat:	0.11	0.11	0.11	0.15	0.15	0.15	0.26	0.26	0.26	0.07	0.07	0.01			
Crit Moves:															
Green Time:	19.3	19.3	19.3	19.3	19.3	19.3	34.7	34.7	34.7	34.7	34.7	34.7			
Volume/Cap:	0.33	0.33	0.33	0.46	0.46	0.46	0.46	0.46	0.46	0.13	0.13	0.02			
Delay/Veh:	15.8	15.8	15.8	16.8	16.8	16.8	7.6	7.6	7.6	5.8	5.8	5.4			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	15.8	15.8	15.8	16.8	16.8	16.8	7.6	7.6	7.6	5.8	5.8	5.4			
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A			
HCM2kAvgQ:	3	3	3	5	5	5	6	6	6	1	1	0			

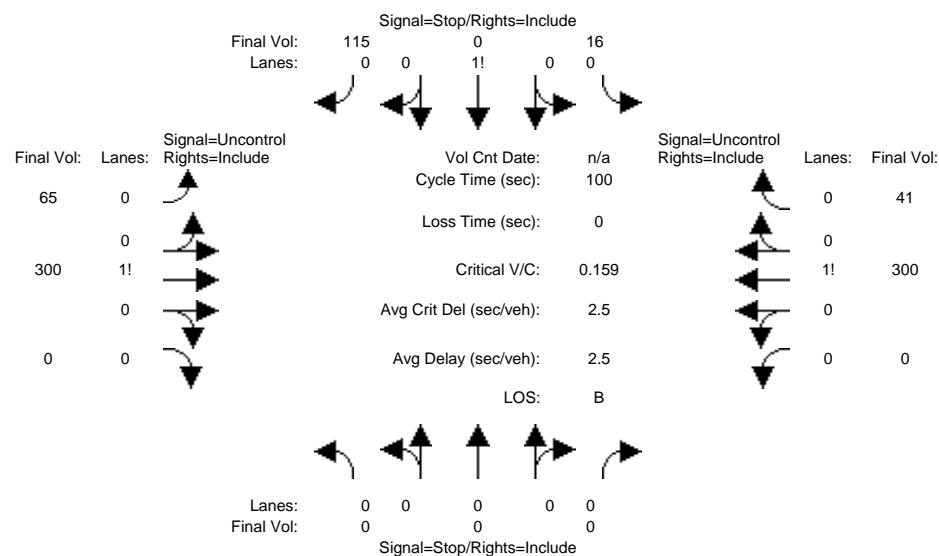
Note: Queue reported is the number of cars per lane.



475 W. Evelyn Redevelopment  
---Mountain View---  
---California---

Level Of Service Computation Report  
2000 HCM Unsignalized (Future Volume Alternative)  
Background + Project AM

Intersection #11: New Street / Villa St



Street Name:

New Street

Villa Street

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R

Volume Module:

Base Vol:	0	0	0	16	0	115	65	300	0	0	300	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	16	0	115	65	300	0	0	300	41
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	16	0	115	65	300	0	0	300	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	16	0	115	65	300	0	0	300	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	16	0	115	65	300	0	0	300	41

Critical Gap Module:

Critical Gp:	xxxxxx	xxxxx	xxxxxx	6.4	6.5	6.2	4.1	xxxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
FollowUpTim:	xxxxxx	xxxxx	xxxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxxx	xxxxx	xxxx	xxxxxx

Capacity Module:

Cnflict Vol:	xxxx	xxxx	xxxxxx	751	751	321	341	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Potent Cap.:	xxxx	xxxx	xxxxxx	382	342	725	1229	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Move Cap.:	xxxx	xxxx	xxxxxx	366	323	725	1229	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.04	0.00	0.16	0.05	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	0.2	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	8.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	*	*	*	*	*	*	*	A	*	*	*	*
Movement:	LT - LTR - RT											
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	647	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	0.8	xxxxxx	0.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	12.0	xxxxxx	8.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			12.0			xxxxxx		xxxxxx		xxxxxx	
ApproachLOS:	*			B			*		*		*	

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*

Intersection #11 New Street / Villa St

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	0 0 0 0 0	0 0 1! 0 0	0 1 0 0 0	0 0 0 1 0
Initial Vol:	0 0 0	16 0 115	65 300 0	0 300 41
ApproachDel:	xxxxxx	12.0	xxxxxx	xxxxxx

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.4]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=131]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=837]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

#### SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

#### Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
Intersection #11 New Street / Villa St  
\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	0 0 0 0 0	0 0 1! 0 0	0 1 0 0 0	0 0 0 1 0
Initial Vol:	0 0 0	16 0 115	65 300 0	0 300 41

Major Street Volume: 706  
Minor Approach Volume: 131  
Minor Approach Volume Threshold: 312

#### SIGNAL WARRANT DISCLAIMER

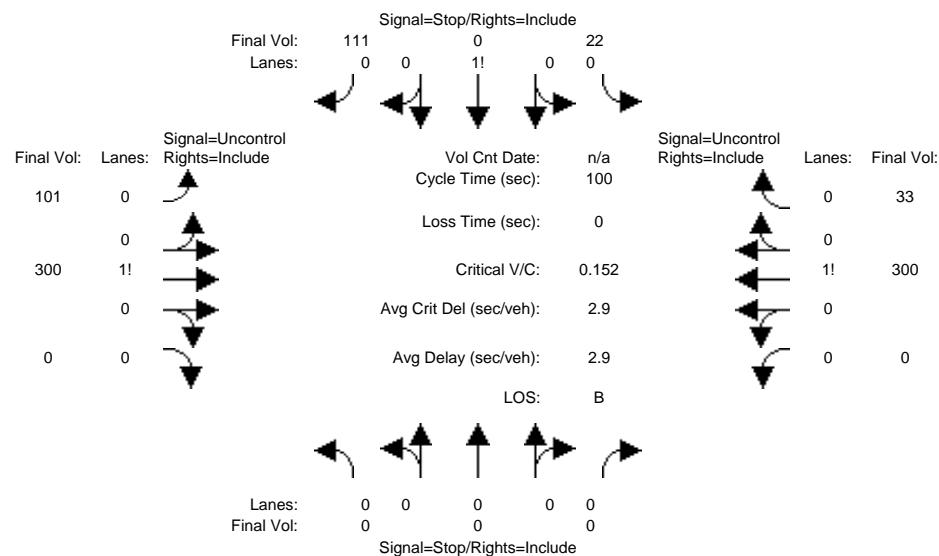
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

475 W. Evelyn Redevelopment  
---Mountain View---  
-California-

Level Of Service Computation Report  
2000 HCM Unsigned (Future Volume Alternative)  
Background + Project PM

## Intersection #11: New Street / Villa St



Street Name:	New Street				Villa Street										
Approach:	North Bound		South Bound		East Bound		West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----															

## Volume Module:

Base Vol:	0	0	0	22	0	111	101	300	0	0	300	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	22	0	111	101	300	0	0	300	33
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	22	0	111	101	300	0	0	300	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	22	0	111	101	300	0	0	300	33
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	0	0	22	0	111	101	300	0	0	300	33

Critical Gap Module:												
Critical Gp:xxxxxx xxxx xxxx xxxx 6.4 6.5 6.2 4.1 xxxx xxxx xxxx xxxx xxxx xxxx												
FollowUpTim:xxxxxx xxxx xxxx xxxx 3.5 4.0 3.3 2.2 xxxx xxxx xxxx xxxx xxxx xxxx												
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												

## Capacity Module:

Cnflct Vol: xxxx xxxx xxxx 819 819 317 333 xxxx xxxx xxxx xxxx xxxx xxxx												
Potent Cap.: xxxx xxxx xxxx 348 313 729 1238 xxxx xxxx xxxx xxxx xxxx xxxx												
Move Cap.: xxxx xxxx xxxx 325 286 729 1238 xxxx xxxx xxxx xxxx xxxx xxxx												
Volume/Cap: xxxx xxxx xxxx 0.07 0.00 0.15 0.08 xxxx xxxx xxxx xxxx xxxx xxxx												
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												

## Level Of Service Module:

2Way95thQ: xxxx xxxx xxxx xxxx xxxx 0.3 xxxx xxxx xxxx xxxx xxxx xxxx												
Control Del:xxxxxx xxxx xxxx xxxx xxxx 8.2 xxxx xxxx xxxx xxxx xxxx xxxx												
LOS by Move: * * * * * * A * * * * * *												
Movement: LT - LTR - RT												
Shared Cap.: xxxx xxxx xxxx 605 xxxx xxxx xxxx xxxx xxxx xxxx xxxx												
SharedQueue:xxxxxx xxxx xxxx xxxx 0.8 xxxx 0.3 xxxx xxxx xxxx xxxx xxxx												
Shrd ConDel:xxxxxx xxxx xxxx xxxx 12.6 xxxx 8.2 xxxx xxxx xxxx xxxx xxxx												
Shared LOS: * * * * B A * * * * * *												
ApproachDel: xxxxxxxx 12.6 xxxxxxxx												
ApproachLOS: * B * *												

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

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Intersection #11 New Street / Villa St

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	0 0 0 0 0	0 0 1! 0 0	0 1 0 0 0	0 0 0 1 0
Initial Vol:	0 0 0	22 0 111	101 300 0	0 300 33
ApproachDel:	xxxxxx	12.6	xxxxxx	xxxxxx

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.5]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=133]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=867]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

#### SIGNAL WARRANT DISCLAIMER

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#### Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
Intersection #11 New Street / Villa St  
\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	0 0 0 0 0	0 0 1! 0 0	0 1 0 0 0	0 0 0 1 0
Initial Vol:	0 0 0	22 0 111	101 300 0	0 300 33

Major Street Volume: 734

Minor Approach Volume: 133

Minor Approach Volume Threshold: 302

#### SIGNAL WARRANT DISCLAIMER

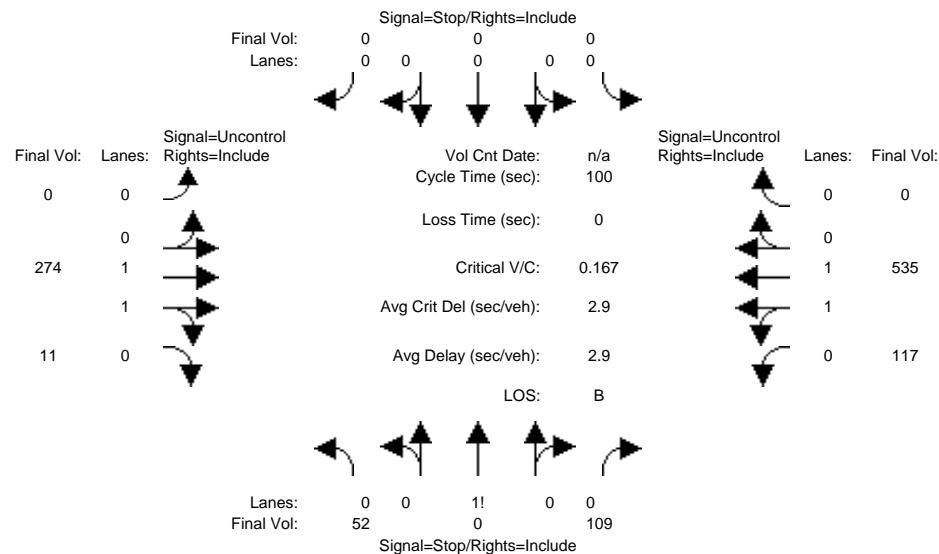
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475 W. Evelyn Redevelopment  
---Mountain View---  
-California-

Level of Service Computation Report  
2000 HCM Unsigned (Future Volume Alternative)  
Background + Project AM

## Intersection #12: New Street / Evelyn Ave



Street Name:	New Street	Evelyn Avenue		
Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R

---

## Volume Module:

Base Vol:	52	0	109	0	0	0	0	274	11	117	535	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	52	0	109	0	0	0	0	274	11	117	535	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	52	0	109	0	0	0	0	274	11	117	535	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	52	0	109	0	0	0	0	274	11	117	535	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	52	0	109	0	0	0	0	274	11	117	535	0

---

## Critical Gap Module:

Critical Gp:	6.8	6.5	6.9	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	4.1	xxxx	xxxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	2.2	xxxx	xxxxxx

---

## Capacity Module:

Cnflict Vol:	781	1049	143	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	285	xxxx	xxxxxx
Potent Cap.:	336	229	886	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	1289	xxxx	xxxxxx
Move Cap.:	311	207	886	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	1289	xxxx	xxxxxx
Volume/Cap:	0.17	0.00	0.12	xxxx	xxxx	xxxx	xxxx	xxxx	xxxxxx	0.09	xxxx	xxxxxx

---

## Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	0.3	xxxx	xxxxxx
Control Del:	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	8.1	xxxx	xxxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT											
Shared Cap.:	xxxx	554	xxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	1.2	xxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxx	xxxxxx	0.3	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	14.1	xxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxx	xxxxxx	8.1	xxxx	xxxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*
ApproachDel:		14.1		xxxxxx		xxxxxx		xxxxxx		xxxxxx		
ApproachLOS:		B		*		*		*		*		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*

Intersection #12 New Street / Evelyn Ave

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

	North Bound	South Bound	East Bound	West Bound
Approach:	L - T - R	L - T - R	L - T - R	L - T - R
Movement:				
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	0 0 1! 0 0	0 0 0 0 0	0 0 1 1 0	0 1 1 0 0
Initial Vol:	52 0 109	0 0 0	0 274 11	117 535 0
ApproachDel:	14.1	xxxxxx	xxxxxx	xxxxxx

Approach[northbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.6]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=161]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1098]

SUCCEED - Total volume greater than or equal to 650 for intersection  
with less than four approaches.

#### SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
Intersection #12 New Street / Evelyn Ave  
\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

	North Bound	South Bound	East Bound	West Bound
Approach:	L - T - R	L - T - R	L - T - R	L - T - R
Movement:				
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	0 0 1! 0 0	0 0 0 0 0	0 0 1 1 0	0 1 1 0 0
Initial Vol:	52 0 109	0 0 0	0 274 11	117 535 0

Major Street Volume: 937

Minor Approach Volume: 161

Minor Approach Volume Threshold: 307

#### SIGNAL WARRANT DISCLAIMER

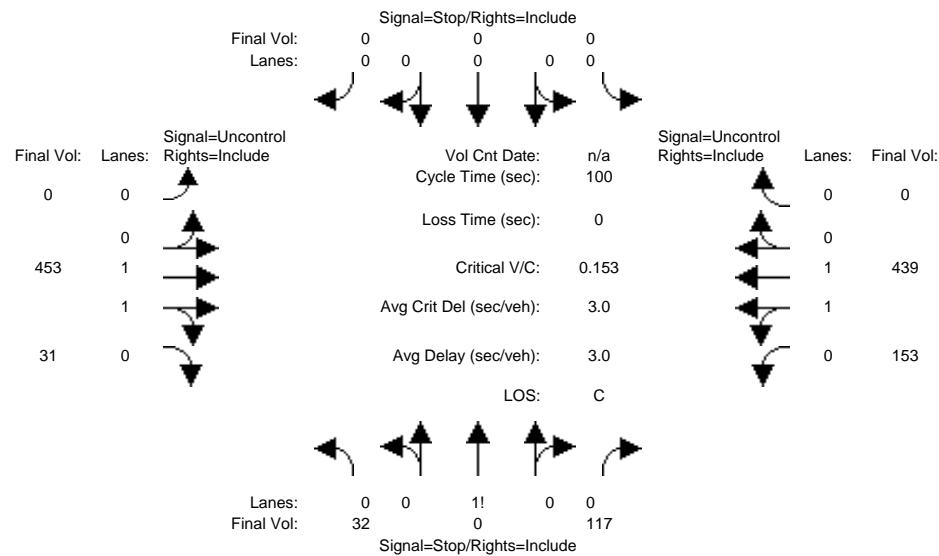
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475 W. Evelyn Redevelopment  
---Mountain View---  
-California-

Level of Service Computation Report  
2000 HCM Unsigned (Future Volume Alternative)  
Background + Project PM

## Intersection #12: New Street / Evelyn Ave



Street Name:	New Street	Evelyn Avenue		
Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R

---

## Volume Module:

Base Vol:	32	0	117	0	0	0	0	453	31	153	439	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	0	117	0	0	0	0	453	31	153	439	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	0	117	0	0	0	0	453	31	153	439	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	0	117	0	0	0	0	453	31	153	439	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	32	0	117	0	0	0	0	453	31	153	439	0

---

## Critical Gap Module:

Critical Gp:	6.8	6.5	6.9	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	4.1	xxxx	xxxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	2.2	xxxx	xxxxxx

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## Capacity Module:

Cnflict Vol:	994	1214	242	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	484	xxxx	xxxxxx
Potent Cap.:	245	183	765	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	1089	xxxx	xxxxxx
Move Cap.:	217	155	765	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	1089	xxxx	xxxxxx
Volume/Cap:	0.15	0.00	0.15	xxxx	xxxx	xxxx	xxxx	xxxx	xxxxxx	0.14	xxxx	xxxxxx

---

## Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	0.5	xxxx	xxxxxx
Control Del:	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	8.8	xxxx	xxxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR	- RT	LT - LTR	- RT	LT - LTR	- RT	LT - LTR	- RT	LT - LTR	- RT		
Shared Cap.:	xxxx	495	xxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxxx	xxxxxx	
SharedQueue:	xxxxxx	1.3	xxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxxx	xxxxxx	0.5
Shrd ConDel:	xxxxxx	15.4	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxxx	xxxxxx	8.8
Shared LOS:	*	C	*	*	*	*	*	*	*	A	*	*
ApproachDel:	15.4		xxxxxx		xxxxxx		xxxxxx		xxxxxx			
ApproachLOS:	C		*		*		*		*		*	

---

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

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Intersection #12 New Street / Evelyn Ave

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	0 0 1! 0 0	0 0 0 0 0	0 0 1 1 0	0 1 1 0 0
Initial Vol:	32 0 117	0 0 0	0 453	31 153 439 0
ApproachDel:	15.4	xxxxxx	xxxxxx	xxxxxx

Approach[northbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.6]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=149]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1225]

SUCCEED - Total volume greater than or equal to 650 for intersection  
with less than four approaches.

#### SIGNAL WARRANT DISCLAIMER

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#### Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
Intersection #12 New Street / Evelyn Ave  
\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	0 0 1! 0 0	0 0 0 0 0	0 0 1 1 0	0 1 1 0 0
Initial Vol:	32 0 117	0 0 0	0 453	31 153 439 0

Major Street Volume: 1076

Minor Approach Volume: 149

Minor Approach Volume Threshold: 260

#### SIGNAL WARRANT DISCLAIMER

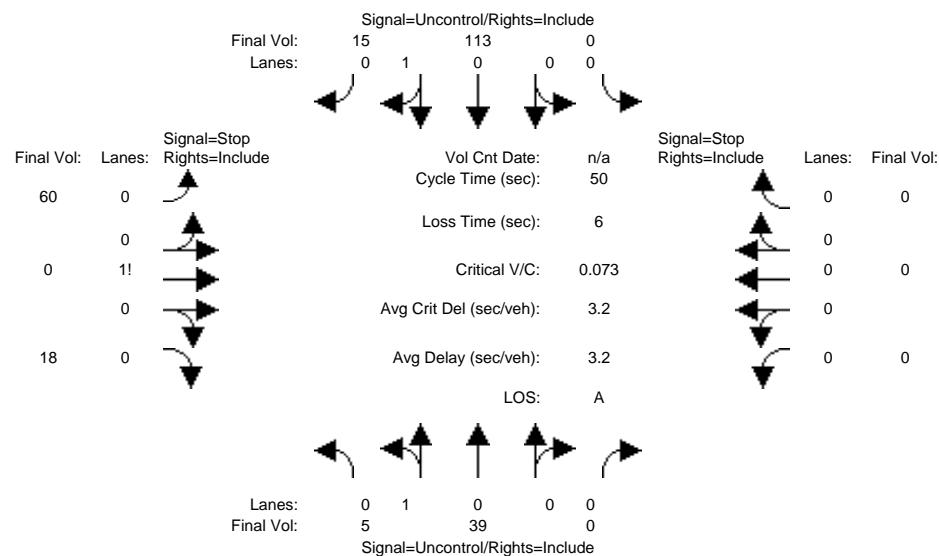
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475 W. Evelyn Redevelopment  
---Mountain View---  
-California-

Level of Service Computation Report  
2000 HCM Unsigned (Future Volume Alternative)  
Background + Project AM

## Intersection #13: New Street / Garage Entrance



Street Name: New Street Garage Entrance  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

## Volume Module:

Base Vol:	5	39	0	0	113	15	60	0	18	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	39	0	0	113	15	60	0	18	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	39	0	0	113	15	60	0	18	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	39	0	0	113	15	60	0	18	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	5	39	0	0	113	15	60	0	18	0	0	0

## Critical Gap Module:

Critical Gp:	4.1	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx

## Capacity Module:

Cnflict Vol:	128	xxxxx	xxxxx	xxxx	xxxx	xxxxx	170	170	121	xxxx	xxxx	xxxxx
Potent Cap.:	1470	xxxxx	xxxxx	xxxx	xxxx	xxxxx	825	727	936	xxxx	xxxx	xxxxx
Move Cap.:	1470	xxxxx	xxxxx	xxxx	xxxx	xxxxx	823	725	936	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.07	0.00	0.02	xxxx	xxxx	xxxxx

## Level Of Service Module:

2Way95thQ:	0.0	xxxxx	xxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxxx
Control Del:	7.5	xxxxx	xxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT											
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	847	xxxxx	xxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxx	xxxx	xxxx	xxxx	0.3	xxxxx	xxxx	xxxx	xxxx	xxxxx
Shrd ConDel:	7.5	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	9.7	xxxxx	xxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	A	*	*	*	*	*
ApproachDel:	xxxxxx		xxxxxx				9.7		xxxxxx			
ApproachLOS:	*		*				A		*			*

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

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Intersection #13 New Street / Garage Entrance

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 1 0 0 0	0 0 0 1 0	0 0 1! 0 0	0 0 0 0 0
Initial Vol:	5 39 0	0 113 15	60 0 18	0 0 0 0
ApproachDel:	xxxxxx	xxxxxx	9.7	xxxxxx

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.2]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=78]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=250]

FAIL - Total volume less than 650 for intersection  
with less than four approaches.

#### SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
Intersection #13 New Street / Garage Entrance  
\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 1 0 0 0	0 0 0 1 0	0 0 1! 0 0	0 0 0 0 0
Initial Vol:	5 39 0	0 113 15	60 0 18	0 0 0 0

Major Street Volume: 172  
Minor Approach Volume: 78  
Minor Approach Volume Threshold: 689

#### SIGNAL WARRANT DISCLAIMER

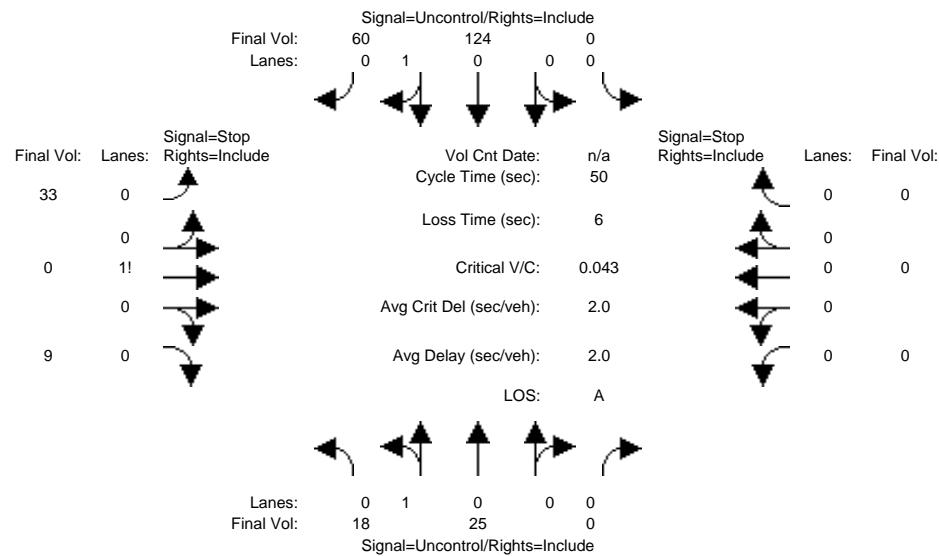
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475 W. Evelyn Redevelopment  
---Mountain View---  
--California--

**Level Of Service Computation Report  
2000 HCM Unsigned (Future Volume Alternative)  
Background + Project PM**

Intersection #13: New Street / Garage Entrance



Street Name: New Street Garage Entrance  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R  
 -----|-----|-----|-----|-----|-----|-----|-----|

#### Volume Module:

Volume Reduct:	18	25	0	0	124	60	33	0	9	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	25	0	0	124	60	33	0	9	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	25	0	0	124	60	33	0	9	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	25	0	0	124	60	33	0	9	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	18	25	0	0	124	60	33	0	9	0	0	0

#### Critical Cap Modules:

Critical Gap Module:  
Critical Gp: 4.1 xxxx xxxx xxxx xxxx xxxx 6.4 6.5 6.2 xxxx xxxx xxxx  
FollowUpTim: 2.2 xxxx xxxx xxxx xxxx xxxx 3.5 4.0 3.3 xxxx xxxx xxxx

### Summary Model

```

Capacity Module:
Cnflict Vol: 184 xxxx xxxx xxxx xxxx 215 215 154 xxxx xxxx xxxx
Potent Cap.: 1403 xxxx xxxx xxxx xxxx 778 686 897 xxxx xxxx xxxx
Move Cap.: 1403 xxxx xxxx xxxx xxxx 770 677 897 xxxx xxxx xxxx
Volume/Cap: 0.01 xxxx xxxx xxxx xxxx 0.04 0.00 0.01 xxxx xxxx xxxx

```

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Level Of Service Module:  
2Way95thQ: 0.0 xxxx xxxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx

Control Del: 7.6 xxxx xxxx

Movement: LT - LTR - RT      LT - LTR - RT      LT - LTR - RT      LT - LTR - RT

Shared Cap.: xxxx xxxx xxxx xxxx xxxx 794 xxxx xxxx xxxx xxxx xxxx

SharedQueue: 0.0 xxxx xxxx xxxx xxxx xxxx xxxx 0.2 xxxx xxxx xxxx xxxx xxxx

Shrd ConDef: / .6 xxxx xxxx xxxx xxxx xxxx xxxx xxxx 9.8 xxxx xxxx xxxx xxxx xxxx

ApproachDCL: \* \* \* \* \* ApproachLOS: \* A \*

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

### **Intersection #13 New Street / Garage Entrance**

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 1 0 0 0	0 0 0 1 0	0 0 1! 0 0	0 0 0 0 0
Initial Vol:	18 25 0	0 124 60	33 0 9	0 0 0 0
ApproachDel:	xxxxxx	xxxxxx	9.8	xxxxxx

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=42]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=269]

FAIL - Total volume less than 650 for intersection  
with less than four approaches.

#### SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
Intersection #13 New Street / Garage Entrance  
\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 1 0 0 0	0 0 0 1 0	0 0 1! 0 0	0 0 0 0 0
Initial Vol:	18 25 0	0 124 60	33 0 9	0 0 0 0

Major Street Volume: 227

Minor Approach Volume: 42

Minor Approach Volume Threshold: 615

#### SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

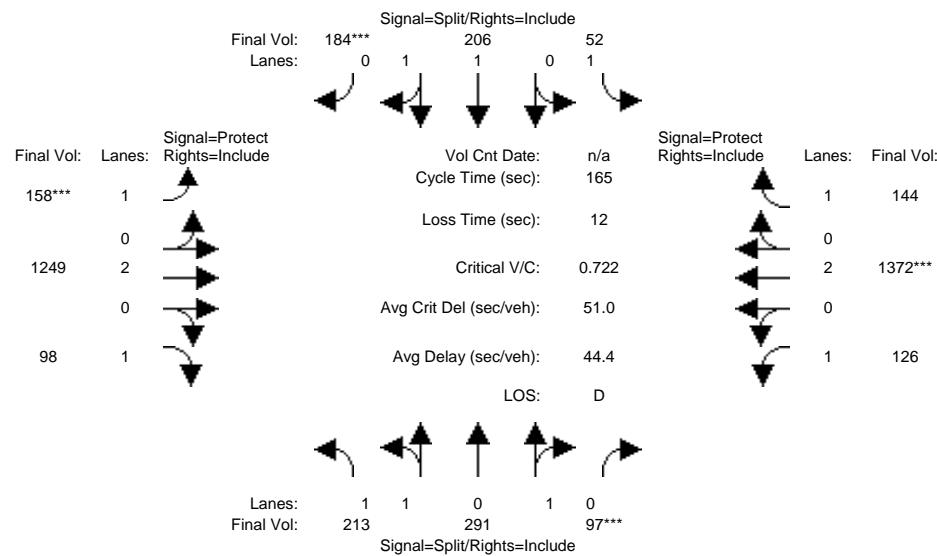
The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

**Appendix C**  
**– Cumulative + Project AM / PM Intersection Analysis**

455 W. Evelyn Redevelopment  
---Mountain View---  
---California---

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
2012 Cumulative AM

### Intersection #1: Castro St-Moffett Blvd / Central Expy



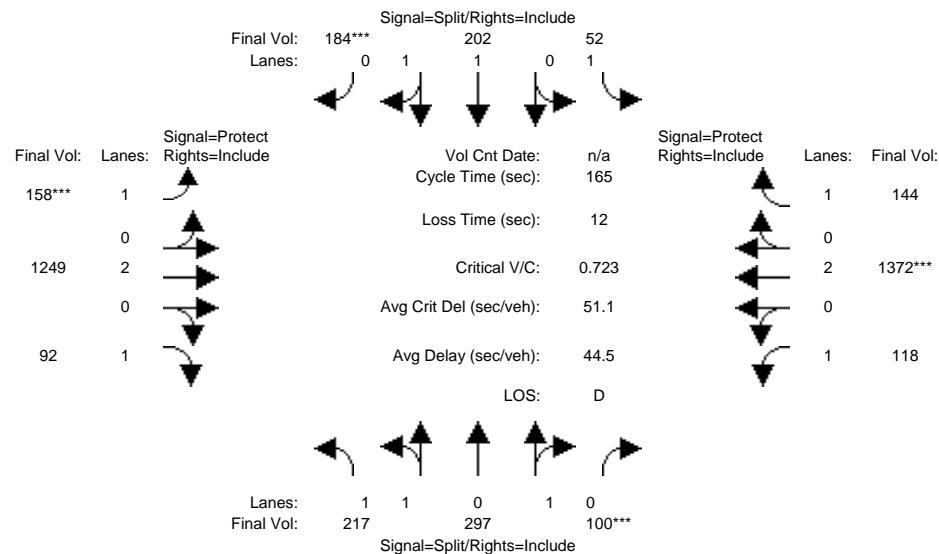
Street Name: Castro Street-Moffett Boulevard												Central Expressway				
Approach: North Bound				South Bound				East Bound				West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
Min. Green:	14	14	14	14	14	14	14	14	10	10	10	14	10	10	10	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Volume Module:	<hr/>															
Base Vol:	213	291	97	52	206	184	158	1249	98	126	1372	144				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	213	291	97	52	206	184	158	1249	98	126	1372	144				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	213	291	97	52	206	184	158	1249	98	126	1372	144				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	213	291	97	52	206	184	158	1249	98	126	1372	144				
Reducet Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	213	291	97	52	206	184	158	1249	98	126	1372	144				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	213	291	97	52	206	184	158	1249	98	126	1372	144				
Saturation Flow Module:	<hr/>															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.92				
Lanes:	1.08	1.44	0.48	1.00	1.03	0.97	1.00	2.00	1.00	1.00	2.00	1.00				
Final Sat.:	1896	2590	863	1750	1953	1744	1750	3800	1750	1750	3800	1750				
Capacity Analysis Module:	<hr/>															
Vol/Sat:	0.11	0.11	0.11	0.03	0.11	0.11	0.09	0.33	0.06	0.07	0.36	0.08				
Crit Moves:	*****												*****			
Green Time:	25.7	25.7	25.7	24.1	24.1	24.1	20.6	82.0	82.0	21.2	82.6	82.6				
Volume/Cap:	0.72	0.72	0.72	0.20	0.72	0.72	0.72	0.66	0.11	0.56	0.72	0.16				
Delay/Veh:	69.4	69.4	69.4	62.4	72.0	72.0	80.6	32.0	22.2	70.8	33.6	22.5				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	69.4	69.4	69.4	62.4	72.0	72.0	80.6	32.0	22.2	70.8	33.6	22.5				
LOS by Move:	E	E	E	E	E	E	F	C	C+	E	C-	C+				
HCM2kAvgQ:	11	11	11	3	11	11	10	23	3	7	27	4				

Note: Queue reported is the number of cars per lane.

455 W. Evelyn Redevelopment  
---Mountain View---  
-California-

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
2012 Cumulative + Project AM

Intersection #1: Castro St-Moffett Blvd / Central Expy



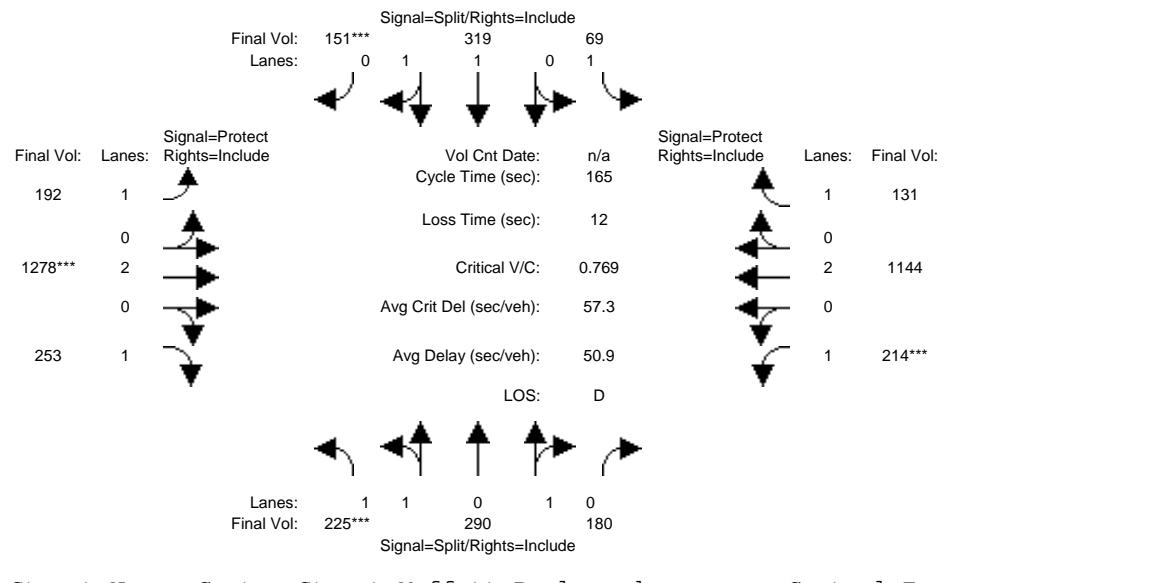
Street Name: Castro Street-Moffett Boulevard												Central Expressway			
Approach:				North Bound				South Bound				East Bound		West Bound	
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	14	14	14	14	14	14	14	14	10	10	14	10	10		
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		
Volume Module:	----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----														
Base Vol:	217	297	100	52	202	184	158	1249	92	118	1372	144			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	217	297	100	52	202	184	158	1249	92	118	1372	144			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	217	297	100	52	202	184	158	1249	92	118	1372	144			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	217	297	100	52	202	184	158	1249	92	118	1372	144			
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	217	297	100	52	202	184	158	1249	92	118	1372	144			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	217	297	100	52	202	184	158	1249	92	118	1372	144			
Saturation Flow Module:	----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.92			
Lanes:	1.08	1.44	0.48	1.00	1.02	0.98	1.00	2.00	1.00	1.00	2.00	1.00			
Final Sat.:	1890	2587	871	1750	1935	1763	1750	3800	1750	1750	3800	1750			
Capacity Analysis Module:	----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----														
Vol/Sat:	0.11	0.11	0.11	0.03	0.10	0.10	0.09	0.33	0.05	0.07	0.36	0.08			
Crit Moves:	*****														
Green Time:	26.2	26.2	26.2	23.8	23.8	23.8	20.6	81.9	81.9	21.1	82.4	82.4			
Volume/Cap:	0.72	0.72	0.72	0.21	0.72	0.72	0.72	0.66	0.11	0.53	0.72	0.16			
Delay/Veh:	69.0	69.0	69.0	62.7	72.3	72.3	80.7	32.1	22.2	69.6	33.8	22.6			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	69.0	69.0	69.0	62.7	72.3	72.3	80.7	32.1	22.2	69.6	33.8	22.6			
LOS by Move:	E	E	E	E	E	E	F	C-	C+	E	C-	C+			
HCM2kAvgQ:	12	12	12	3	11	11	10	23	3	7	27	4			

Note: Queue reported is the number of cars per lane.

455 W. Evelyn Redevelopment  
---Mountain View---  
-California-

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
2012 Cumulative PM

### Intersection #1: Castro St-Moffett Blvd / Central Expy



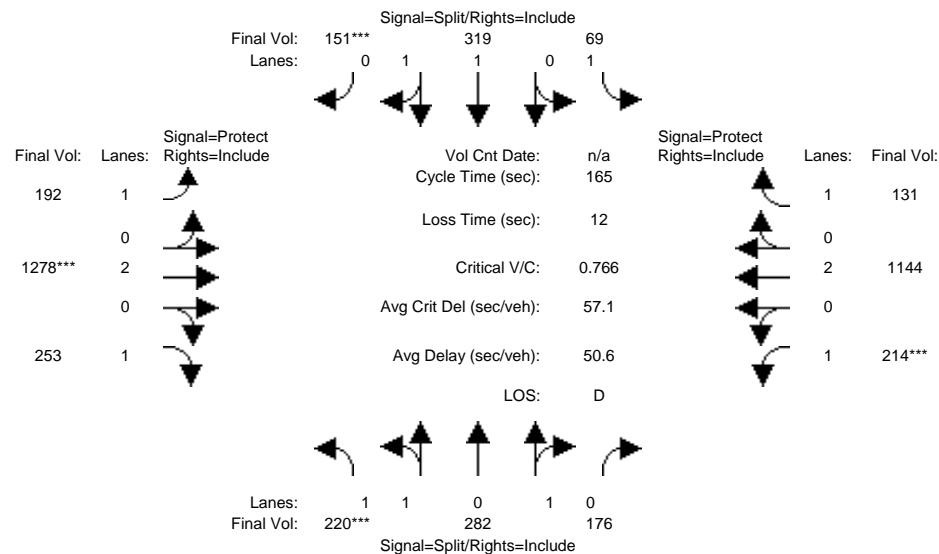
Street Name: Castro Street-Moffett Boulevard												Central Expressway												
Approach:				North Bound				South Bound				East Bound				West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R				
Min. Green:	14	14	14	14	14	14	14	14	14	10	10	10	14	10	10	14	10	10	10	14	10	10	10	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Volume Module:																								
Base Vol:	225	290	180	69	319	151	192	1278	253	214	1144	131												
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	225	290	180	69	319	151	192	1278	253	214	1144	131												
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	225	290	180	69	319	151	192	1278	253	214	1144	131												
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	225	290	180	69	319	151	192	1278	253	214	1144	131												
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	225	290	180	69	319	151	192	1278	253	214	1144	131												
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	225	290	180	69	319	151	192	1278	253	214	1144	131												
Saturation Flow Module:																								
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.92	0.99	0.95	0.92	0.99	0.95	0.92	1.00	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	1.00	0.92	0.92	0.92
Lanes:	1.01	1.21	0.78	1.00	1.34	0.66	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1764	2273	1411	1750	2510	1188	1750	3800	1750	1750	1750	1750	1750	1750	1750	1750	1750	1750	3800	1750	1750	1750	1750	1750
Capacity Analysis Module:																								
Vol/Sat:	0.13	0.13	0.13	0.04	0.13	0.13	0.11	0.34	0.14	0.12	0.30	0.07												
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****												
Green Time:	27.4	27.4	27.4	27.3	27.3	27.3	26.3	72.1	72.1	26.2	72.1	72.1												
Volume/Cap:	0.77	0.77	0.77	0.24	0.77	0.77	0.69	0.77	0.33	0.77	0.69	0.17												
Delay/Veh:	69.9	69.9	69.9	60.3	71.8	71.8	72.6	41.6	30.8	78.8	38.7	28.4												
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00												
AdjDel/Veh:	69.9	69.9	69.9	60.3	71.8	71.8	72.6	41.6	30.8	78.8	38.7	28.4												
LOS by Move:	E	E	E	E	E	E	E	D	C	E-	D+	C												
HCM2kAvgQ:	13	13	13	3	13	13	11	28	9	13	23	4												

Note: Queue reported is the number of cars per lane.

455 W. Evelyn Redevelopment  
---Mountain View---  
-California-

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
2012 Cumulative + Project PM

### Intersection #1: Castro St-Moffett Blvd / Central Expy



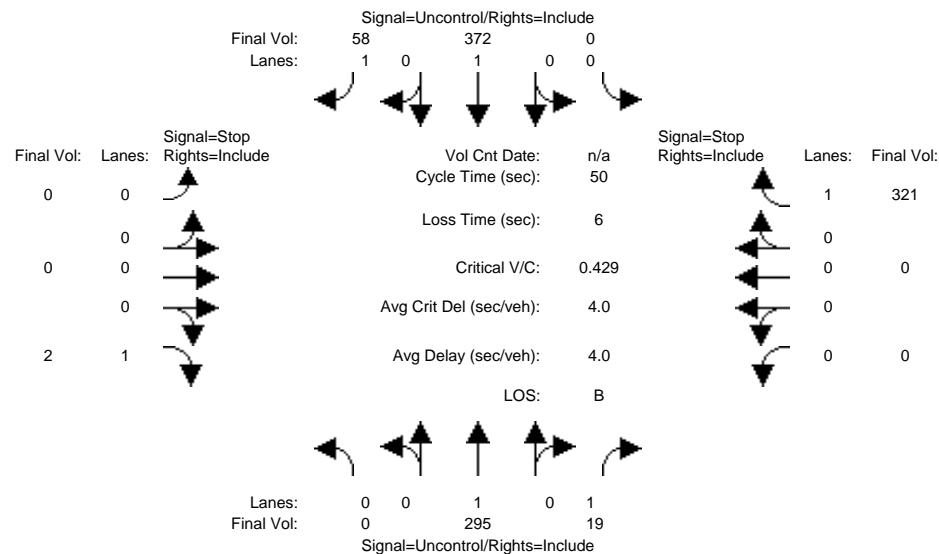
Street Name: Castro Street-Moffett Boulevard												Central Expressway													
Approach:				North Bound				South Bound				East Bound				West Bound									
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R					
Min. Green:	14	14	14	14	14	14	14	14	14	10	10	10	14	10	10	14	10	10	10	14	10	10	10		
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		
Volume Module:																									
Base Vol:	220	282	176	69	319	151	192	1278	253	214	1144	131													
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:	220	282	176	69	319	151	192	1278	253	214	1144	131													
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	220	282	176	69	319	151	192	1278	253	214	1144	131													
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	220	282	176	69	319	151	192	1278	253	214	1144	131													
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	220	282	176	69	319	151	192	1278	253	214	1144	131													
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
FinalVolume:	220	282	176	69	319	151	192	1278	253	214	1144	131													
Saturation Flow Module:																									
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Adjustment:	0.92	0.99	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	
Lanes:	1.01	1.20	0.79	1.00	1.34	0.66	1.00	2.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	
Final Sat.:	1768	2266	1414	1750	2510	1188	1750	3800	1750	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	1750	
Capacity Analysis Module:																									
Vol/Sat:	0.12	0.12	0.12	0.04	0.13	0.13	0.11	0.34	0.14	0.12	0.30	0.07													
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****													
Green Time:	26.8	26.8	26.8	27.4	27.4	27.4	26.4	72.5	72.5	26.3	72.4	72.4													
Volume/Cap:	0.77	0.77	0.77	0.24	0.77	0.77	0.69	0.77	0.33	0.77	0.69	0.17													
Delay/Veh:	70.1	70.1	70.1	60.2	71.5	71.5	72.3	41.3	30.6	78.3	38.4	28.2													
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00													
AdjDel/Veh:	70.1	70.1	70.1	60.2	71.5	71.5	72.3	41.3	30.6	78.3	38.4	28.2													
LOS by Move:	E	E	E	E	E	E	E	D	C	E-	D+	C													
HCM2kAvgQ:	13	13	13	3	13	13	11	28	9	13	23	4													

Note: Queue reported is the number of cars per lane.

455 W. Evelyn Redevelopment  
---Mountain View---  
--California--

Level Of Service Computation Report  
2000 HCM Unsigned (Future Volume Alternative)  
2012 Cumulative AM

## Intersection #2: Castro St / Evelyn Ave



Street Name:	Castro Street						Evelyn Avenue											
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R			
Volume Module:																		
Base Vol:	0	295	19	0	372	58	0	0	2	0	0	321						
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Initial Bse:	0	295	19	0	372	58	0	0	2	0	0	321						
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0						
Initial Fut:	0	295	19	0	372	58	0	0	2	0	0	321						
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Volume:	0	295	19	0	372	58	0	0	2	0	0	321						
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
FinalVolume:	0	295	19	0	372	58	0	0	2	0	0	321						
Critical Gap Module:																		
Critical Gp:xxxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx	6.2			xxxxx xxxx			6.2			xxxxx xxxx								
FollowUpTim:xxxxx xxxx xxxx xxxx xxxx xxxx xxxx	3.3			xxxxx xxxx			3.3			xxxxx xxxx								
Capacity Module:																		
Cnflict Vol: xxxx xxxx xxxx xxxx xxxx xxxx xxxx	372			xxxxx xxxx			295			xxxxx xxxx								
Potent Cap.: xxxx xxxx xxxx xxxx xxxx xxxx xxxx	678			xxxxx xxxx			749			xxxxx xxxx								
Move Cap.: xxxx xxxx xxxx xxxx xxxx xxxx xxxx	678			xxxxx xxxx			749			xxxxx xxxx								
Volume/Cap: xxxx xxxx xxxx xxxx xxxx xxxx xxxx	0.00			xxxxx xxxx			0.43			xxxxx xxxx								
Level Of Service Module:																		
2Way95thQ: xxxx xxxx xxxx xxxx xxxx xxxx xxxx	0.0			xxxxx xxxx			2.2			xxxxx xxxx								
Control Del:xxxxx xxxx xxxx xxxx xxxx xxxx xxxx	10.3			xxxxx xxxx			13.4			xxxxx xxxx								
LOS by Move: * * * * * * * * * * B	B			* * * * *			* * * * *			* * * * *								
Movement: LT - LTR - RT	LT - LTR - RT																	
Shared Cap.: xxxx xxxx xxxx xxxx xxxx xxxx xxxx																		
SharedQueue:xxxxx xxxx xxxx xxxx xxxx xxxx xxxx																		
Shrd ConDel:xxxxx xxxx xxxx xxxx xxxx xxxx xxxx																		
Shared LOS: * * * * * * * * * * *	*			* * * * *			* * * * *			* * * * *								
ApproachDel: xxxxxxxx	xxxxxx			xxxxxx			10.3			13.4								
ApproachLOS: *	*			*			B			B								

Note: Queue reported is the number of cars per lane.

## Peak Hour Delay Signal Warrant Report

## Intersection #2 Castro St / Evelyn Ave

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

	North Bound	South Bound	East Bound	West Bound
Approach:	L - T - R	L - T - R	L - T - R	L - T - R
Movement:				
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1 0 1	0 0 1 0 1	0 0 0 0 1	0 0 0 0 1
Initial Vol:	0 295	19 0 372	58 0 0 2	0 0 0 321
ApproachDel:	xxxxxx	xxxxxx	10.3	13.4

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=2]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1067]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=1.2]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=321]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1067]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

#### SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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#### Peak Hour Volume Signal Warrant Report [Urban]

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Intersection #2 Castro St / Evelyn Ave

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

	North Bound	South Bound	East Bound	West Bound
Approach:	L - T - R	L - T - R	L - T - R	L - T - R
Movement:				
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1 0 1	0 0 1 0 1	0 0 0 0 1	0 0 0 0 1
Initial Vol:	0 295	19 0 372	58 0 0 2	0 0 0 321

Major Street Volume: 744

Minor Approach Volume: 321

Minor Approach Volume Threshold: 387

#### SIGNAL WARRANT DISCLAIMER

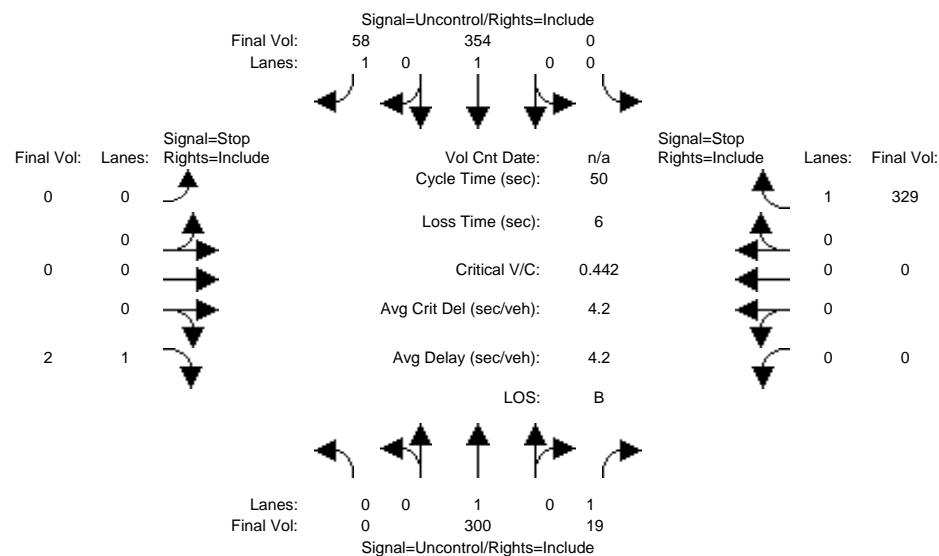
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455 W. Evelyn Redevelopment  
---Mountain View---  
-California-

Level of Service Computation Report  
2000 HCM Unsignalized (Future Volume Alternative)  
2012 Cumulative + Project AM

## Intersection #2: Castro St / Evelyn Ave



Street Name: Castro Street Evelyn Avenue

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

---

Volume Module:

Base Vol:	0	300	19	0	354	58	0	0	2	0	0	329
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	300	19	0	354	58	0	0	2	0	0	329
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	300	19	0	354	58	0	0	2	0	0	329
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	300	19	0	354	58	0	0	2	0	0	329
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	300	19	0	354	58	0	0	2	0	0	329

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Critical Gap Module:

Critical Gp:	xxxxxx	xxxx	xxxxxx	xxxxx	xxxxxx	xxxx	xxxxxx	xxxx	6.2	xxxxxx	xxxx	6.2
FollowUpTim:	xxxxxx	xxxx	xxxxxx	xxxxx	xxxxxx	xxxx	xxxxxx	xxxx	3.3	xxxxxx	xxxx	3.3

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Capacity Module:

Cnflict Vol:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxx	xxxx	xxxx	354	xxxx	xxxx	300
Potent Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxx	xxxx	xxxx	694	xxxx	xxxx	744
Move Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxx	xxxx	xxxx	694	xxxx	xxxx	744
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	0.44

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Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	0.0	xxxx	xxxx	2.3
Control Del:	xxxxxx	xxxx	xxxxxx	xxxxx	xxxx	xxxxxx	xxxx	xxxx	10.2	xxxxxx	xxxx	13.6
LOS by Move:	*	*	*	*	*	*	*	*	B	*	*	B
Movement:	LT - LTR - RT											
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx		xxxxxx						10.2			13.6
ApproachLOS:	*		*						B			B

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

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Intersection #2 Castro St / Evelyn Ave

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1 0 1	0 0 1 0 1	0 0 0 0 1	0 0 0 0 1
Initial Vol:	0 300	19 0 354	58 0 0 2	0 0 0 329
ApproachDel:	xxxxxx	xxxxxx	10.2	13.6

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=2]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1062]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=1.2]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=329]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1062]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

#### SIGNAL WARRANT DISCLAIMER

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#### Peak Hour Volume Signal Warrant Report [Urban]

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Intersection #2 Castro St / Evelyn Ave

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1 0 1	0 0 1 0 1	0 0 0 0 1	0 0 0 0 1
Initial Vol:	0 300	19 0 354	58 0 0 2	0 0 0 329

Major Street Volume: 731

Minor Approach Volume: 329

Minor Approach Volume Threshold: 393

#### SIGNAL WARRANT DISCLAIMER

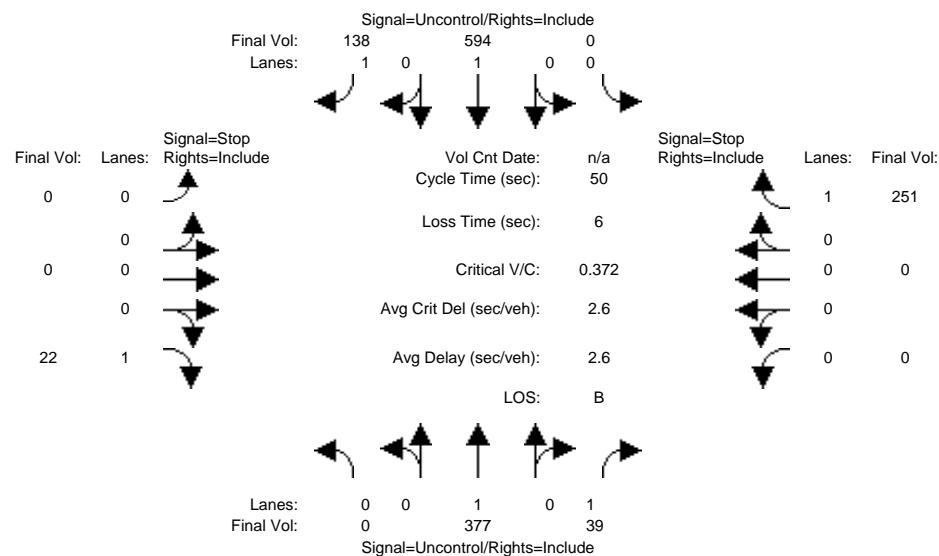
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455 W. Evelyn Redevelopment  
---Mountain View---  
-California-

Level of Service Computation Report  
2000 HCM Unsignalized (Future Volume Alternative)  
2012 Cumulative PM

## Intersection #2: Castro St / Evelyn Ave



Street Name:		Castro Street				Evelyn Avenue						
Approach:	North Bound	South Bound			East Bound	West Bound						
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R					
Volume Module:												
Base Vol:	0	377	39	0	594	138	0	0	22	0	0	251
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	377	39	0	594	138	0	0	22	0	0	251
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	377	39	0	594	138	0	0	22	0	0	251
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	377	39	0	594	138	0	0	22	0	0	251
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	377	39	0	594	138	0	0	22	0	0	251
Critical Gap Module:												
Critical Gp:	xxxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	6.2	xxxxxx	xxxxx	6.2
FollowUpTim:	xxxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	3.3	xxxxxx	xxxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxx	xxxx	xxxx	594	xxxx	xxxx	377
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxx	xxxx	xxxx	509	xxxx	xxxx	674
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxx	xxxx	xxxx	509	xxxx	xxxx	674
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	xxxx	xxxx	0.37
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.1	xxxx	xxxx	1.7
Control Del:	xxxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxx	xxxx	12.4	xxxxxx	xxxx	13.5
LOS by Move:	*	*	*	*	*	*	*	*	B	*	*	B
Movement:	LT - LTR - RT											
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxxx	xxxx	xxxx	xxxx	xxxxxx	xxxx	xxxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxx	xxxx	xxxxxx	xxxx	xxxxx	xxxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxxxx	xxxx	xxxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx		xxxxxx						12.4			13.5
ApproachLOS:	*		*						B			B

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

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Intersection #2 Castro St / Evelyn Ave

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

	North Bound	South Bound	East Bound	West Bound
Approach:	L - T - R	L - T - R	L - T - R	L - T - R
Movement:				
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1 0 1	0 0 1 0 1	0 0 0 0 1	0 0 0 0 1
Initial Vol:	0 377 39	0 594 138	0 0 22	0 0 251
ApproachDel:	xxxxxx	xxxxxx	12.4	13.5

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=22]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1421]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.9]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=251]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1421]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

#### SIGNAL WARRANT DISCLAIMER

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#### Peak Hour Volume Signal Warrant Report [Urban]

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Intersection #2 Castro St / Evelyn Ave

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant Met

	North Bound	South Bound	East Bound	West Bound
Approach:	L - T - R	L - T - R	L - T - R	L - T - R
Movement:				
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1 0 1	0 0 1 0 1	0 0 0 0 1	0 0 0 0 1
Initial Vol:	0 377 39	0 594 138	0 0 22	0 0 251

Major Street Volume: 1148

Minor Approach Volume: 251

Minor Approach Volume Threshold: 237

#### SIGNAL WARRANT DISCLAIMER

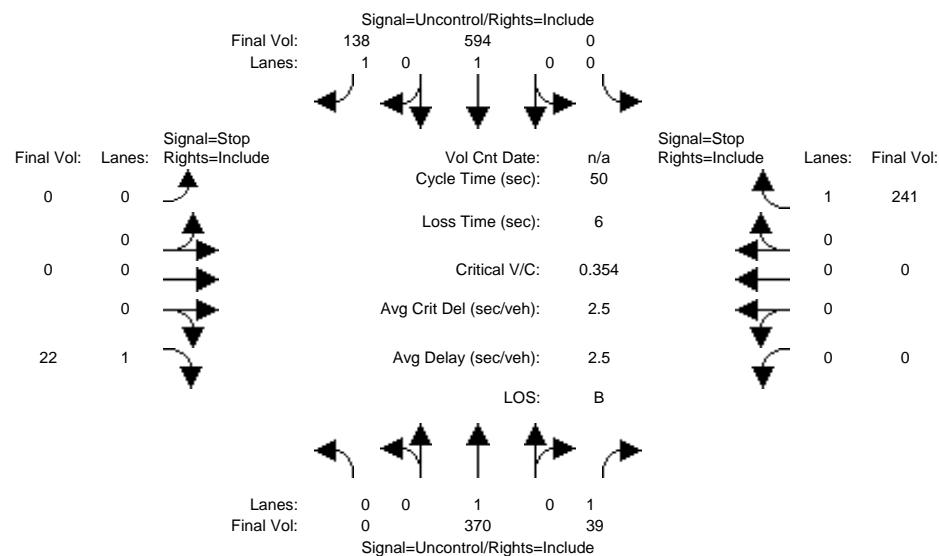
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455 W. Evelyn Redevelopment  
---Mountain View---  
-California-

Level of Service Computation Report  
2000 HCM Unsignalized (Future Volume Alternative)  
2012 Cumulative + Project PM

## Intersection #2: Castro St / Evelyn Ave



Street Name:		Castro Street				Evelyn Avenue						
Approach:	North Bound	South Bound		East Bound		West Bound						
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R						
Volume Module:												
Base Vol:	0	370	39	0	594	138	0	0	22	0	0	241
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	370	39	0	594	138	0	0	22	0	0	241
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	370	39	0	594	138	0	0	22	0	0	241
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	370	39	0	594	138	0	0	22	0	0	241
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	370	39	0	594	138	0	0	22	0	0	241
Critical Gap Module:												
Critical Gp:	xxxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	6.2	xxxxxx	xxxxx	6.2
FollowUpTim:	xxxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	3.3	xxxxxx	xxxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxx	xxxx	xxxx	594	xxxx	xxxx	370
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxx	xxxx	xxxx	509	xxxx	xxxx	680
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxx	xxxx	xxxx	509	xxxx	xxxx	680
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	xxxx	xxxx	0.35
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.1	xxxx	xxxx	1.6
Control Del:	xxxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxx	xxxx	12.4	xxxxxx	xxxx	13.2
LOS by Move:	*	*	*	*	*	*	*	*	B	*	*	B
Movement:	LT - LTR - RT											
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxxx	xxxx	xxxx	xxxx	xxxxxx	xxxx	xxxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxx	xxxx	xxxxxx	xxxx	xxxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxxxx	xxxx	xxxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx		xxxxxx						12.4			13.2
ApproachLOS:	*		*						B			B

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*

Intersection #2 Castro St / Evelyn Ave

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

	North Bound	South Bound	East Bound	West Bound
Approach:	L - T - R	L - T - R	L - T - R	L - T - R
Movement:				
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1 0 1	0 0 1 0 1	0 0 0 0 1	0 0 0 0 1
Initial Vol:	0 370	39 0 594	138 0 0	22 0 0 241
ApproachDel:	xxxxxx	xxxxxx	12.4	13.2

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=22]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1404]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.9]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=241]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1404]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

#### SIGNAL WARRANT DISCLAIMER

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#### Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*

Intersection #2 Castro St / Evelyn Ave

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant Met

	North Bound	South Bound	East Bound	West Bound
Approach:	L - T - R	L - T - R	L - T - R	L - T - R
Movement:				
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1 0 1	0 0 1 0 1	0 0 0 0 1	0 0 0 0 1
Initial Vol:	0 370	39 0 594	138 0 0	22 0 0 241

Major Street Volume: 1141

Minor Approach Volume: 241

Minor Approach Volume Threshold: 239

#### SIGNAL WARRANT DISCLAIMER

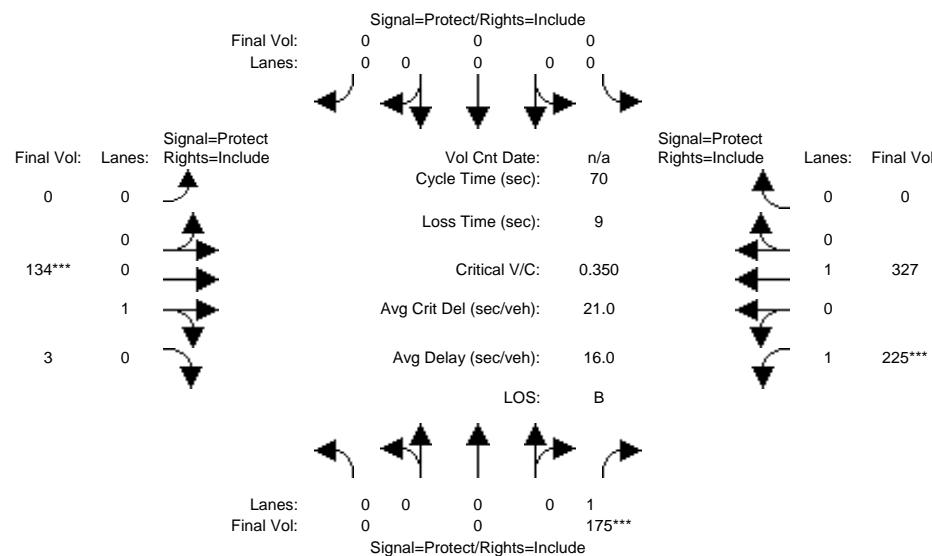
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455 W. Evelyn Redevelopment  
---Mountain View---  
-California-

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
2012 Cumulative AM

## Intersection #3: Bush St / Evelyn Ave



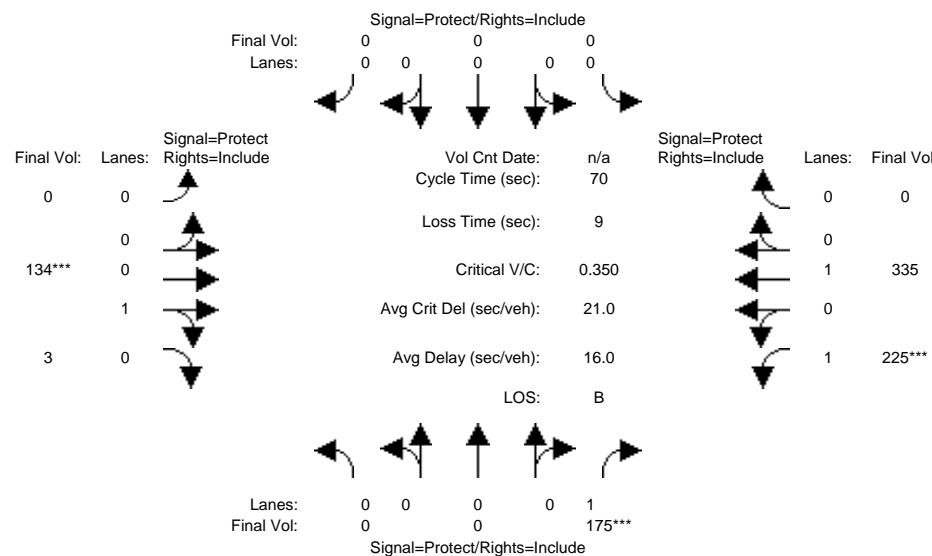
Street Name: Bush Street Evelyn Avenue														
Approach:	North Bound			South Bound			East Bound			West Bound				
	L	-	T	-	R	L	-	T	-	R	L	-	T	-
Min. Green:	7 10		10 0		0 0		0 7		10 10		7 10		10 10	
Y+R:	4.0 4.0		4.0 4.0		4.0 4.0		4.0 4.0		4.0 4.0		4.0 4.0		4.0 4.0	
Volume Module:	<hr/>													
Base Vol:	0	0	175	0	0	0	0	0	134	3	225	327	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	0	0	175	0	0	0	0	0	134	3	225	327	0	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	0	0	175	0	0	0	0	0	134	3	225	327	0	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	0	0	175	0	0	0	0	0	134	3	225	327	0	
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	0	0	175	0	0	0	0	0	134	3	225	327	0	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	0	0	175	0	0	0	0	0	134	3	225	327	0	
Saturation Flow Module:	<hr/>													
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92		
Lanes:	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.98	0.02	1.00	1.00	0.00		
Final Sat.:	0	0	1750	0	0	0	0	1761	39	1750	1900	0		
Capacity Analysis Module:	<hr/>													
Vol/Sat:	0.00	0.00	0.10	0.00	0.00	0.00	0.00	0.08	0.08	0.13	0.17	0.00		
Crit Moves:	****						****							
Green Time:	0.0	0.0	20.0	0.0	0.0	0.0	0.0	15.2	15.2	25.7	41.0	0.0		
Volume/Cap:	0.00	0.00	0.35	0.00	0.00	0.00	0.00	0.35	0.35	0.35	0.29	0.00		
Delay/Veh:	0.0	0.0	21.7	0.0	0.0	0.0	0.0	25.6	25.6	17.6	7.9	0.0		
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
AdjDel/Veh:	0.0	0.0	21.7	0.0	0.0	0.0	0.0	25.6	25.6	17.6	7.9	0.0		
LOS by Move:	A	A	C+	A	A	A	A	C	C	B	A	A		
HCM2kAvgQ:	0	0	3	0	0	0	0	3	3	4	4	0		

Note: Queue reported is the number of cars per lane.

455 W. Evelyn Redevelopment  
---Mountain View---  
-California-

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
2012 Cumulative + Project AM

## Intersection #3: Bush St / Evelyn Ave



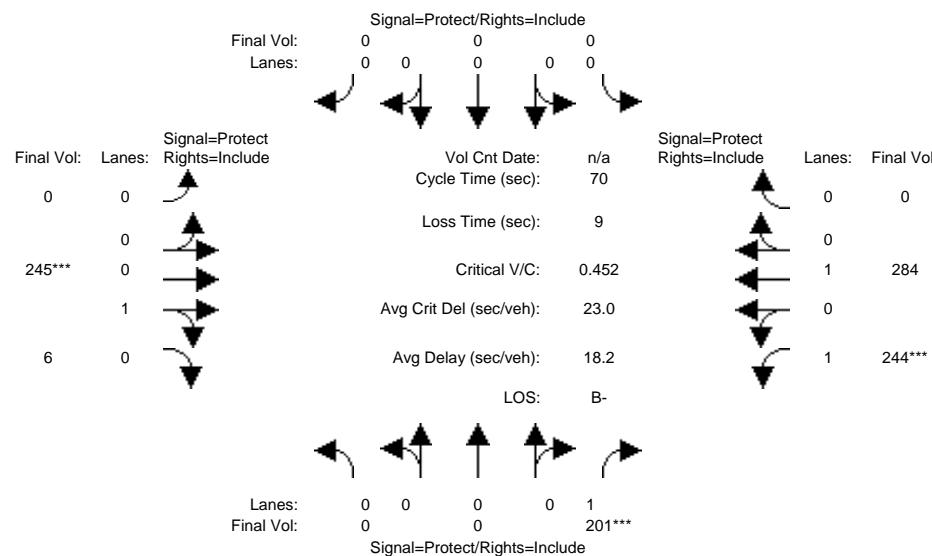
Street Name: Bush Street Evelyn Avenue																				
Approach:	North Bound			South Bound			East Bound			West Bound										
	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R					
Min. Green:	7		10		10		0		0		0		7		10		10		10	
Y+R:	4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0	
Volume Module:																				
Base Vol:	0	0	175	0	0	0	0	0	134	3	225	335	0							
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00							
Initial Bse:	0	0	175	0	0	0	0	0	134	3	225	335	0							
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0							
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0							
Initial Fut:	0	0	175	0	0	0	0	0	134	3	225	335	0							
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00							
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00							
PHF Volume:	0	0	175	0	0	0	0	0	134	3	225	335	0							
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0							
Reduced Vol:	0	0	175	0	0	0	0	0	134	3	225	335	0							
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00							
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00							
FinalVolume:	0	0	175	0	0	0	0	0	134	3	225	335	0							
Saturation Flow Module:																				
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900								
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92								
Lanes:	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.98	0.02	1.00	1.00	0.00								
Final Sat.:	0	0	1750	0	0	0	0	1761	39	1750	1900	0								
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.00	0.10	0.00	0.00	0.00	0.00	0.08	0.08	0.13	0.18	0.00								
Crit Moves:	****																			
Green Time:	0.0	0.0	20.0	0.0	0.0	0.0	0.0	15.2	15.2	25.7	41.0	0.0								
Volume/Cap:	0.00	0.00	0.35	0.00	0.00	0.00	0.00	0.35	0.35	0.35	0.30	0.00								
Delay/Veh:	0.0	0.0	21.7	0.0	0.0	0.0	0.0	25.6	25.6	17.6	8.0	0.0								
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
AdjDel/Veh:	0.0	0.0	21.7	0.0	0.0	0.0	0.0	25.6	25.6	17.6	8.0	0.0								
LOS by Move:	A	A	C+	A	A	A	A	C	C	B	A	A								
HCM2kAvgQ:	0	0	3	0	0	0	0	3	3	4	4	0								

Note: Queue reported is the number of cars per lane.

455 W. Evelyn Redevelopment  
---Mountain View---  
-California-

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
2012 Cumulative PM

## Intersection #3: Bush St / Evelyn Ave



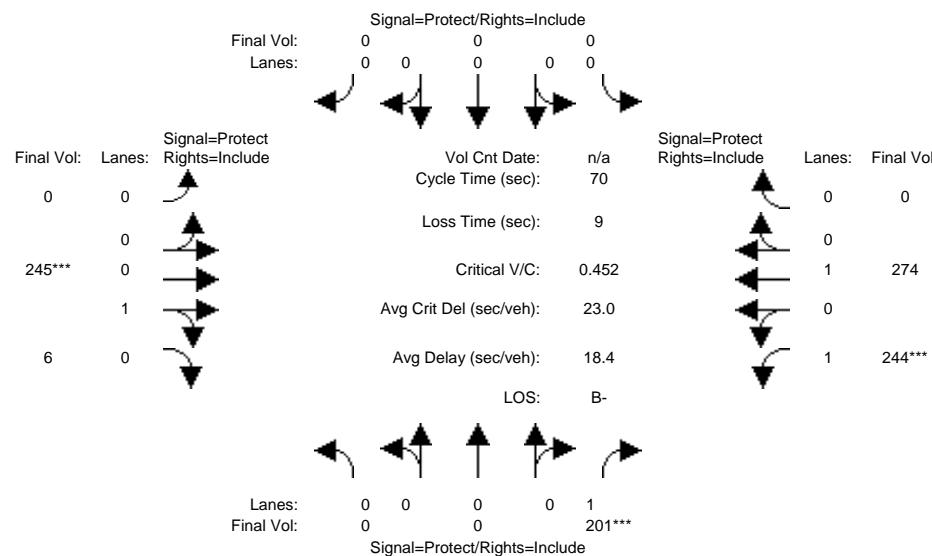
Street Name: Bush Street Evelyn Avenue															
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	7 10		10 0		0 0		0 7		10 10		7 10		10 10		
Y+R:	4.0 4.0		4.0 4.0		4.0 4.0		4.0 4.0		4.0 4.0		4.0 4.0		4.0 4.0		
Volume Module:	<hr/>														
Base Vol:	0	0	201	0	0	0	0	0	245	6	244	284	0		
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:	0	0	201	0	0	0	0	0	245	6	244	284	0		
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0		
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0		
Initial Fut:	0	0	201	0	0	0	0	0	245	6	244	284	0		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	0	0	201	0	0	0	0	0	245	6	244	284	0		
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	0	0	201	0	0	0	0	0	245	6	244	284	0		
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
FinalVolume:	0	0	201	0	0	0	0	0	245	6	244	284	0		
Saturation Flow Module:	<hr/>														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92			
Lanes:	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.98	0.02	1.00	1.00	0.00			
Final Sat.:	0	0	1750	0	0	0	0	1757	43	1750	1900	0			
Capacity Analysis Module:	<hr/>														
Vol/Sat:	0.00	0.00	0.11	0.00	0.00	0.00	0.00	0.14	0.14	0.14	0.15	0.00			
Crit Moves:	****						****								
Green Time:	0.0	0.0	17.8	0.0	0.0	0.0	0.0	21.6	21.6	21.6	43.2	0.0			
Volume/Cap:	0.00	0.00	0.45	0.00	0.00	0.00	0.00	0.45	0.45	0.45	0.24	0.00			
Delay/Veh:	0.0	0.0	25.3	0.0	0.0	0.0	0.0	22.1	22.1	22.2	6.5	0.0			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	0.0	0.0	25.3	0.0	0.0	0.0	0.0	22.1	22.1	22.2	6.5	0.0			
LOS by Move:	A	A	C	A	A	A	A	C+	C+	C+	A	A			
HCM2kAvgQ:	0	0	4	0	0	0	0	5	5	5	3	0			

Note: Queue reported is the number of cars per lane.

455 W. Evelyn Redevelopment  
---Mountain View---  
-California-

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
2012 Cumulative + Project PM

## Intersection #3: Bush St / Evelyn Ave



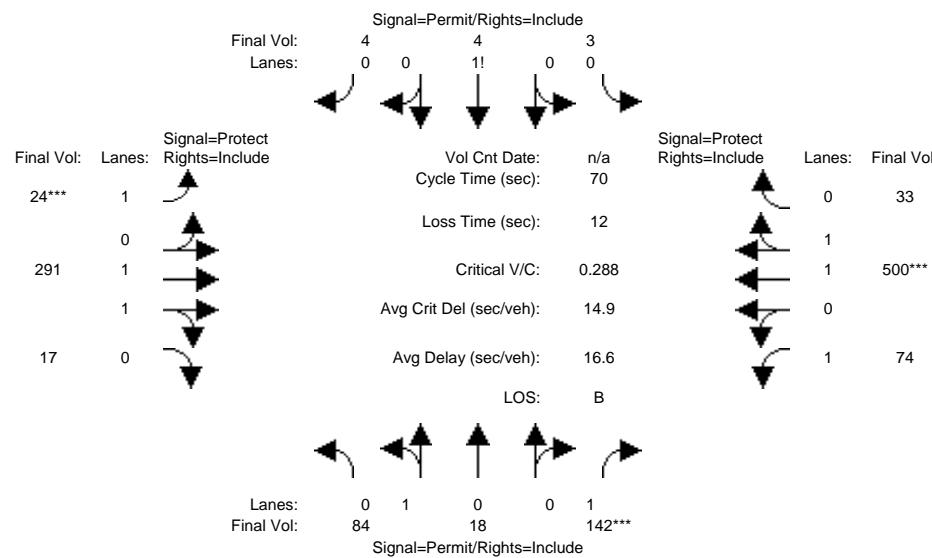
Street Name: Bush Street Evelyn Avenue															
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	7 10		10 0		0 0		0 7		10 10		7 10		10 10		
Y+R:	4.0 4.0		4.0 4.0		4.0 4.0		4.0 4.0		4.0 4.0		4.0 4.0		4.0 4.0		
Volume Module:	<hr/>														
Base Vol:	0	0	201	0	0	0	0	0	245	6	244	274	0		
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:	0	0	201	0	0	0	0	0	245	6	244	274	0		
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0		
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0		
Initial Fut:	0	0	201	0	0	0	0	0	245	6	244	274	0		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	0	0	201	0	0	0	0	0	245	6	244	274	0		
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	0	0	201	0	0	0	0	0	245	6	244	274	0		
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
FinalVolume:	0	0	201	0	0	0	0	0	245	6	244	274	0		
Saturation Flow Module:	<hr/>														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92			
Lanes:	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.98	0.02	1.00	1.00	0.00			
Final Sat.:	0	0	1750	0	0	0	0	1757	43	1750	1900	0			
Capacity Analysis Module:	<hr/>														
Vol/Sat:	0.00	0.00	0.11	0.00	0.00	0.00	0.00	0.14	0.14	0.14	0.14	0.00			
Crit Moves:	****						****								
Green Time:	0.0	0.0	17.8	0.0	0.0	0.0	0.0	21.6	21.6	21.6	43.2	0.0			
Volume/Cap:	0.00	0.00	0.45	0.00	0.00	0.00	0.00	0.45	0.45	0.45	0.23	0.00			
Delay/Veh:	0.0	0.0	25.3	0.0	0.0	0.0	0.0	22.1	22.1	22.2	6.5	0.0			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	0.0	0.0	25.3	0.0	0.0	0.0	0.0	22.1	22.1	22.2	6.5	0.0			
LOS by Move:	A	A	C	A	A	A	A	C+	C+	C+	A	A			
HCM2kAvgQ:	0	0	4	0	0	0	0	5	5	5	3	0			

Note: Queue reported is the number of cars per lane.

455 W. Evelyn Redevelopment  
---Mountain View---  
-California-

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
2012 Cumulative AM

## Intersection #4: Calderon Ave / Evelyn Ave



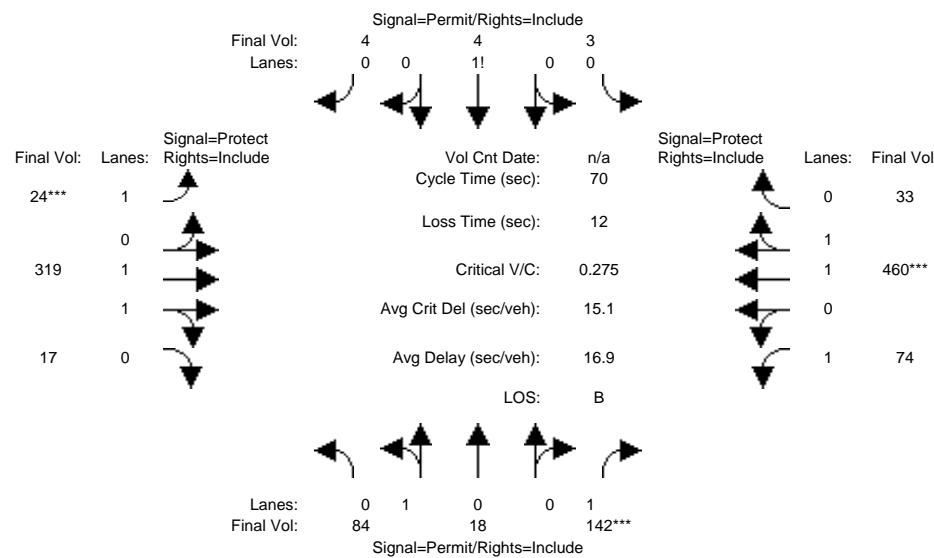
Street Name:	Calderon Avenue				Evelyn Avenue										
Approach:	North Bound		South Bound		East Bound		West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	7	10	10	7	10	10	7	10	10	10	7	10	10	10	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Volume Module:															
Base Vol:	84	18	142	3	4	4	24	291	17	74	500	33			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	84	18	142	3	4	4	24	291	17	74	500	33			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	84	18	142	3	4	4	24	291	17	74	500	33			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	84	18	142	3	4	4	24	291	17	74	500	33			
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	84	18	142	3	4	4	24	291	17	74	500	33			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	84	18	142	3	4	4	24	291	17	74	500	33			
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95		
Lanes:	0.82	0.18	1.00	0.27	0.37	0.36	1.00	1.89	0.11	1.00	1.87	0.13			
Final Sat.:	1482	318	1750	477	636	636	1750	3496	204	1750	3471	229			
Capacity Analysis Module:															
Vol/Sat:	0.06	0.06	0.08	0.01	0.01	0.01	0.01	0.08	0.08	0.04	0.14	0.14			
Crit Moves:			****				****				****				
Green Time:	18.4	18.4	18.4	18.4	18.4	18.4	7.0	23.3	23.3	16.3	32.6	32.6			
Volume/Cap:	0.22	0.22	0.31	0.02	0.02	0.02	0.14	0.25	0.25	0.18	0.31	0.31			
Delay/Veh:	21.2	21.2	22.5	19.3	19.3	19.3	30.4	17.5	17.5	22.5	12.1	12.1			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	21.2	21.2	22.5	19.3	19.3	19.3	30.4	17.5	17.5	22.5	12.1	12.1			
LOS by Move:	C+	C+	C+	B-	B-	B-	C	B	B	C+	B	B			
HCM2kAvgQ:	2	2	3	0	0	0	1	3	3	1	4	4			

Note: Queue reported is the number of cars per lane.

455 W. Evelyn Redevelopment  
---Mountain View---  
-California-

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
2012 Cumulative + Project AM

Intersection #4: Calderon Ave / Evelyn Ave



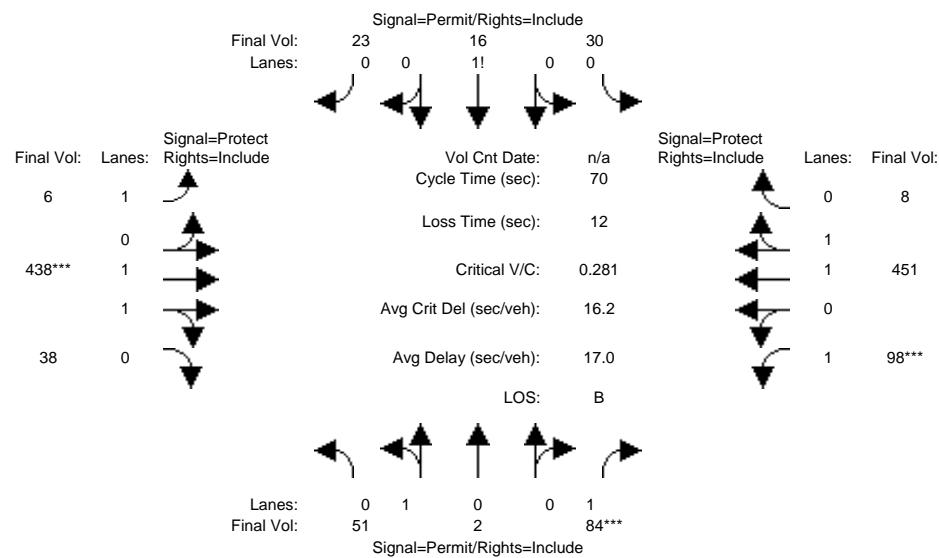
Street Name: Calderon Avenue Evelyn Avenue														
Approach:	North Bound			South Bound			East Bound			West Bound				
	L	-	T	-	R	L	-	T	-	R	L	-	T	-
Min. Green:	7	10	10	7	10	10	7	10	10	10	7	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:														
Base Vol:	84	18	142	3	4	4	24	319	17	74	460	33		
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:	84	18	142	3	4	4	24	319	17	74	460	33		
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0		
Initial Fut:	84	18	142	3	4	4	24	319	17	74	460	33		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	84	18	142	3	4	4	24	319	17	74	460	33		
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	84	18	142	3	4	4	24	319	17	74	460	33		
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
FinalVolume:	84	18	142	3	4	4	24	319	17	74	460	33		
Saturation Flow Module:														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.98	0.95		
Lanes:	0.82	0.18	1.00	0.27	0.37	0.36	1.00	1.90	0.10	1.00	1.86	0.14		
Final Sat.:	1482	318	1750	477	636	636	1750	3513	187	1750	3452	248		
Capacity Analysis Module:														
Vol/Sat:	0.06	0.06	0.08	0.01	0.01	0.01	0.01	0.09	0.09	0.04	0.13	0.13		
Crit Moves:														
Green Time:	19.3	19.3	19.3	19.3	19.3	19.3	7.0	22.8	22.8	15.9	31.7	31.7		
Volume/Cap:	0.21	0.21	0.29	0.02	0.02	0.02	0.14	0.28	0.28	0.19	0.29	0.29		
Delay/Veh:	20.4	20.4	21.5	18.6	18.6	18.6	30.4	18.1	18.1	22.8	12.5	12.5		
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
AdjDel/Veh:	20.4	20.4	21.5	18.6	18.6	18.6	30.4	18.1	18.1	22.8	12.5	12.5		
LOS by Move:	C+	C+	C+	B-	B-	B-	C	B-	B-	C+	B	B		
HCM2kAvgQ:	2	2	3	0	0	0	1	3	3	1	4	4		

Note: Queue reported is the number of cars per lane.

455 W. Evelyn Redevelopment  
---Mountain View---  
-California-

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
2012 Cumulative PM

Intersection #4: Calderon Ave / Evelyn Ave



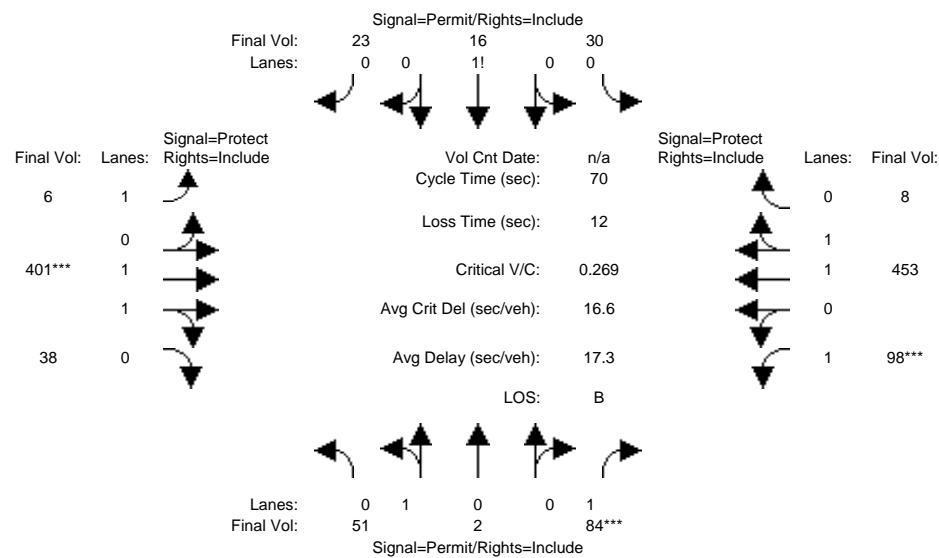
Street Name: Calderon Avenue Evelyn Avenue																
Approach:	North Bound			South Bound			East Bound			West Bound						
	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
Min. Green:	7		10	10		7	10	10		7	10	10		7	10	10
Y+R:	4.0		4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0
Volume Module:	<hr/>															
Base Vol:	51	2	84	30	16	23	6	438	38	98	451	8				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	51	2	84	30	16	23	6	438	38	98	451	8				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	51	2	84	30	16	23	6	438	38	98	451	8				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	51	2	84	30	16	23	6	438	38	98	451	8				
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	51	2	84	30	16	23	6	438	38	98	451	8				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	51	2	84	30	16	23	6	438	38	98	451	8				
Saturation Flow Module:	<hr/>															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.97	0.95				
Lanes:	0.96	0.04	1.00	0.44	0.23	0.33	1.00	1.84	0.16	1.00	1.96	0.04				
Final Sat.:	1732	68	1750	761	406	583	1750	3404	295	1750	3635	64				
Capacity Analysis Module:	<hr/>															
Vol/Sat:	0.03	0.03	0.05	0.04	0.04	0.04	0.00	0.13	0.13	0.06	0.12	0.12				
Crit Moves:	*****						*****									
Green Time:	12.0	12.0	12.0	12.0	12.0	12.0	19.0	32.1	32.1	14.0	27.1	27.1				
Volume/Cap:	0.17	0.17	0.28	0.23	0.23	0.23	0.01	0.28	0.28	0.28	0.32	0.32				
Delay/Veh:	26.0	26.0	27.6	26.8	26.8	26.8	18.7	12.2	12.2	25.8	15.6	15.6				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	26.0	26.0	27.6	26.8	26.8	26.8	18.7	12.2	12.2	25.8	15.6	15.6				
LOS by Move:	C	C	C	C	C	C	B-	B	B	C	B	B				
HCM2kAvgQ:	1	1	2	2	2	2	0	3	3	2	4	4				

Note: Queue reported is the number of cars per lane.

455 W. Evelyn Redevelopment  
---Mountain View---  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
2012 Cumulative + Project PM

Intersection #4: Calderon Ave / Evelyn Ave



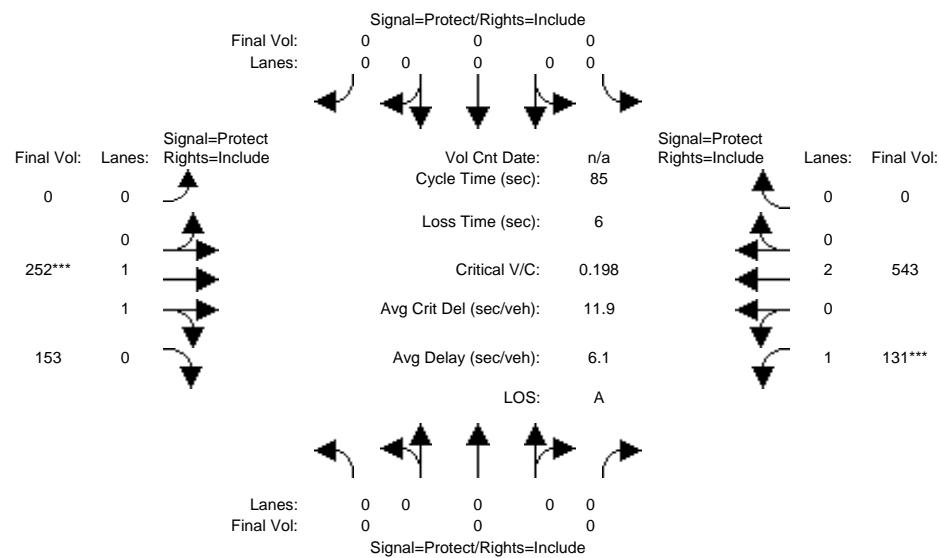
Street Name: Calderon Avenue Evelyn Avenue																
Approach:	North Bound			South Bound			East Bound			West Bound						
	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
Min. Green:	7		10	10		7	10	10		7	10	10		7	10	10
Y+R:	4.0		4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0
Volume Module:	<hr/>															
Base Vol:	51	2	84	30	16	23	6	401	38	98	453	8				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	51	2	84	30	16	23	6	401	38	98	453	8				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	51	2	84	30	16	23	6	401	38	98	453	8				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	51	2	84	30	16	23	6	401	38	98	453	8				
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	51	2	84	30	16	23	6	401	38	98	453	8				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	51	2	84	30	16	23	6	401	38	98	453	8				
Saturation Flow Module:	<hr/>															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.92	0.97	0.95				
Lanes:	0.96	0.04	1.00	0.44	0.23	0.33	1.00	1.82	0.18	1.00	1.96	0.04				
Final Sat.:	1732	68	1750	761	406	583	1750	3379	320	1750	3636	64				
Capacity Analysis Module:	<hr/>															
Vol/Sat:	0.03	0.03	0.05	0.04	0.04	0.04	0.00	0.12	0.12	0.06	0.12	0.12				
Crit Moves:	*****						*****									
Green Time:	12.5	12.5	12.5	12.5	12.5	12.5	18.7	30.9	30.9	14.6	26.8	26.8				
Volume/Cap:	0.16	0.16	0.27	0.22	0.22	0.22	0.01	0.27	0.27	0.27	0.33	0.33				
Delay/Veh:	25.4	25.4	26.9	26.2	26.2	26.2	18.9	12.8	12.8	25.0	15.9	15.9				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	25.4	25.4	26.9	26.2	26.2	26.2	18.9	12.8	12.8	25.0	15.9	15.9				
LOS by Move:	C	C	C	C	C	C	B-	B	B	C	B	B				
HCM2kAvgQ:	1	1	2	2	2	2	0	3	3	2	4	4				

Note: Queue reported is the number of cars per lane.

455 W. Evelyn Redevelopment  
---Mountain View---  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
2012 Cumulative AM

### Intersection #5: SR-85 SB On-Ramp / Evelyn Ave



Street Name: SR-85 SB On-Ramp Evelyn Avenue															
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:															
Y+R:	0 0		0 0		0 0		0 10		10 7		10 0				
Base Vol:	4.0 4.0		4.0 4.0		4.0 4.0		4.0 4.0		4.0 4.0		4.0 4.0				
Growth Adj:	1.00 1.00		1.00 1.00		1.00 1.00		1.00 1.00		1.00 1.00		1.00 1.00				
Initial Bse:	0 0		0 0		0 0		0 252		153 131		543 0				
Added Vol:	0 0		0 0		0 0		0 0		0 0		0 0				
PasserByVol:	0 0		0 0		0 0		0 0		0 0		0 0				
Initial Fut:	0 0		0 0		0 0		0 252		153 131		543 0				
User Adj:	1.00 1.00		1.00 1.00		1.00 1.00		1.00 1.00		1.00 1.00		1.00 1.00				
PHF Adj:	1.00 1.00		1.00 1.00		1.00 1.00		1.00 1.00		1.00 1.00		1.00 1.00				
PHF Volume:	0 0		0 0		0 0		0 252		153 131		543 0				
Reduc Vol:	0 0		0 0		0 0		0 0		0 0		0 0				
Reduced Vol:	0 0		0 0		0 0		0 252		153 131		543 0				
PCE Adj:	1.00 1.00		1.00 1.00		1.00 1.00		1.00 1.00		1.00 1.00		1.00 1.00				
MLF Adj:	1.00 1.00		1.00 1.00		1.00 1.00		1.00 1.00		1.00 1.00		1.00 1.00				
FinalVolume:	0 0		0 0		0 0		0 252		153 131		543 0				
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92			
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.22	0.78	1.00	2.00	0.00			
Final Sat.:	0	0	0	0	0	0	0	2301	1397	1750	3800	0			
Capacity Analysis Module:															
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.11	0.11	0.07	0.14	0.00			
Crit Moves:															
Green Time:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	46.9	46.9	32.1	79.0	0.0			
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.20	0.20	0.20	0.15	0.00			
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.8	9.8	18.5	0.3	0.0			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.8	9.8	18.5	0.3	0.0			
LOS by Move:	A	A	A	A	A	A	A	A	A	B-	A	A			
HCM2kAvgQ:	0	0	0	0	0	0	0	3	3	3	1	0			

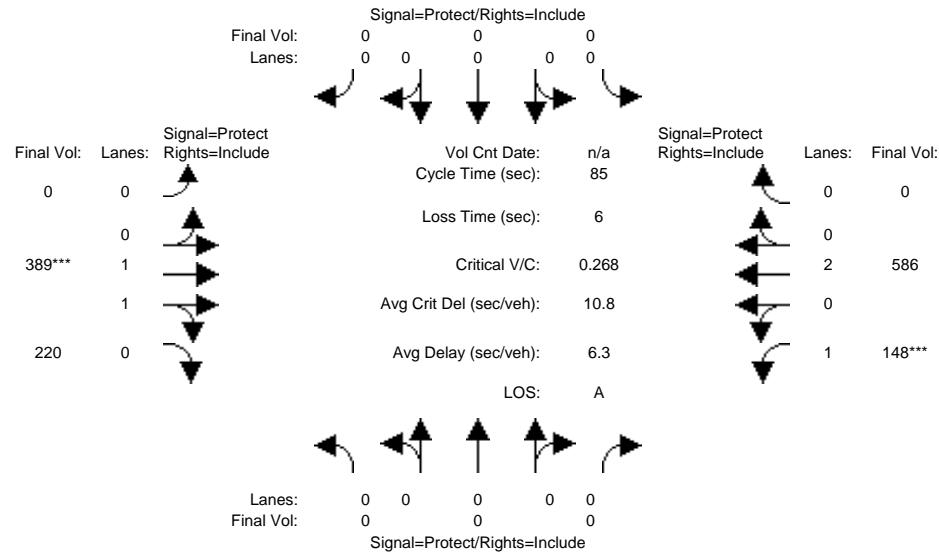
Note: Queue reported is the number of cars per lane.



455 W. Evelyn Redevelopment  
---Mountain View---  
---California---

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
2012 Cumulative PM

Intersection #5: SR-85 SB On-Ramp / Evelyn Ave



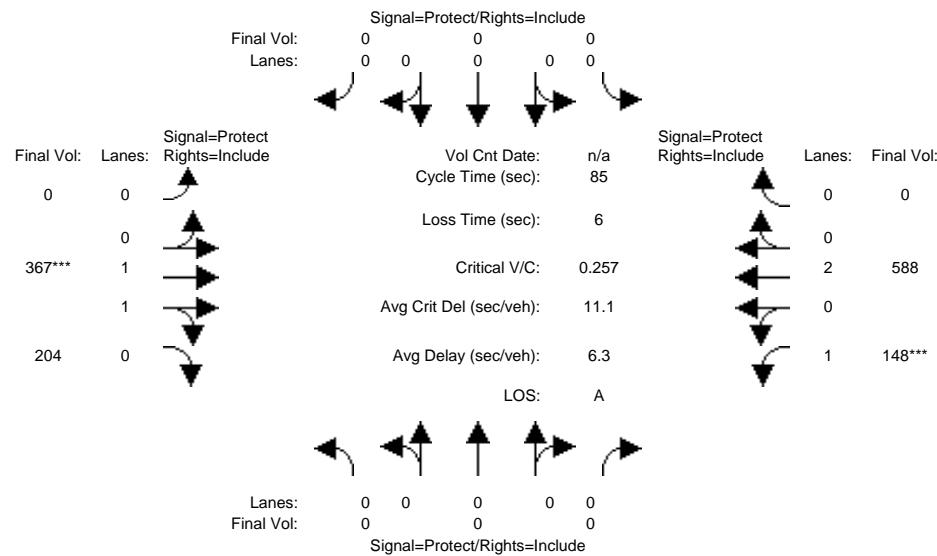
Note: Queue reported is the number of cars per lane.

455 W. Evelyn Redevelopment  
---Mountain View---  
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Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
2012 Cumulative + Project PM

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Intersection #5: SR-85 SB On-Ramp / Evelyn Ave



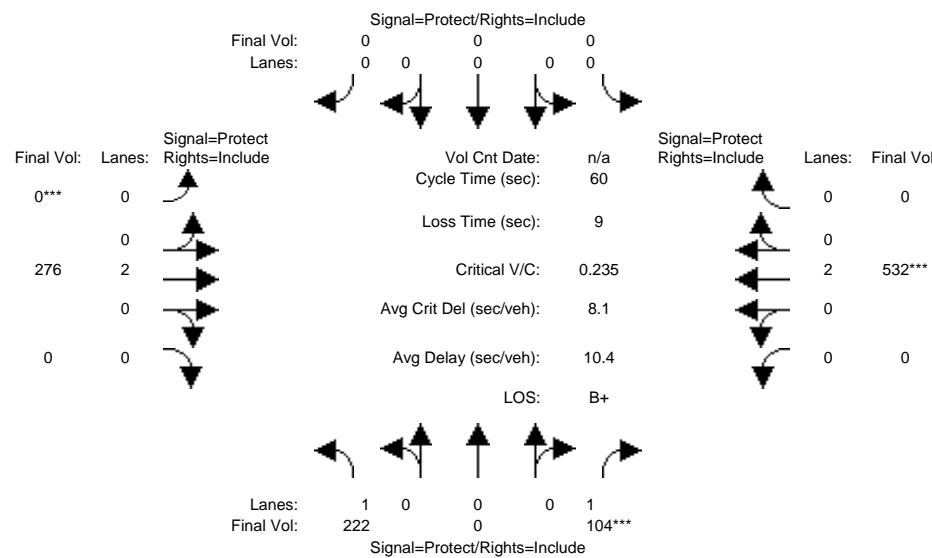
Street Name:	SR-85 SB On-Ramp						Evelyn Avenue								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	0 0		0 0		0 0		0 10		10 10		7 10		0 0		
Y+R:	4.0 4.0		4.0 4.0		4.0 4.0		4.0 4.0		4.0 4.0		4.0 4.0		4.0 4.0		
Volume Module:															
Base Vol:	0	0	0	0	0	0	0	367	204	148	588	0			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	0	0	0	0	0	0	0	367	204	148	588	0			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	0	0	0	0	0	0	0	367	204	148	588	0			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	0	0	0	0	0	0	0	367	204	148	588	0			
Reducet Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	0	0	0	0	0	0	0	367	204	148	588	0			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	0	0	0	0	0	0	0	367	204	148	588	0			
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92			
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.27	0.73	1.00	2.00	0.00			
Final Sat.:	0	0	0	0	0	0	0	2377	1321	1750	3800	0			
Capacity Analysis Module:															
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.15	0.15	0.08	0.15	0.00			
Crit Moves:												****			
Green Time:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	51.0	51.0	28.0	79.0	0.0			
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.26	0.26	0.26	0.17	0.00			
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.3	8.3	22.0	0.4	0.0			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.3	8.3	22.0	0.4	0.0			
LOS by Move:	A	A	A	A	A	A	A	A	A	C+	A	A			
HCM2kAvgQ:	0	0	0	0	0	0	0	4	4	3	1	0			

Note: Queue reported is the number of cars per lane.

455 W. Evelyn Redevelopment  
---Mountain View---  
-California-

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
2012 Cumulative AM

Intersection #6: SR-85 NB Off-Ramp / Evelyn Ave



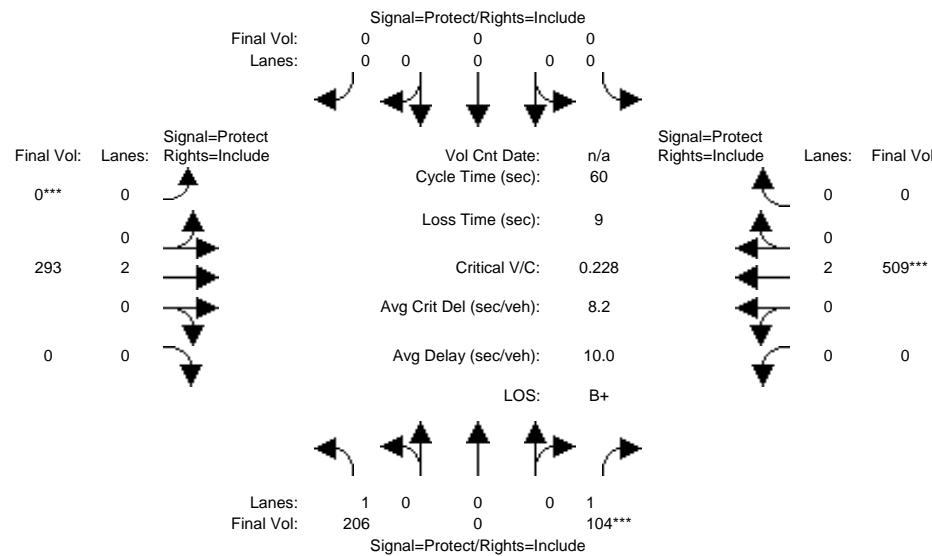
Street Name: SR-85 NB Off-Ramp Evelyn Avenue															
Approach: North Bound			South Bound			East Bound			West Bound						
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	7 10		10 7		10 10		7 10		10 10		7 10		10 10		
Y+R:	4.0 4.0		4.0 4.0		4.0 4.0		4.0 4.0		4.0 4.0		4.0 4.0		4.0 4.0		
Volume Module:	<hr/>														
Base Vol:	222	0	104	0	0	0	0	276	0	0	532	0			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	222	0	104	0	0	0	0	276	0	0	532	0			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	222	0	104	0	0	0	0	276	0	0	532	0			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	222	0	104	0	0	0	0	276	0	0	532	0			
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	222	0	104	0	0	0	0	276	0	0	532	0			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	222	0	104	0	0	0	0	276	0	0	532	0			
Saturation Flow Module:	<hr/>														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92			
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00			
Final Sat.:	1750	0	1750	0	0	0	0	3800	0	0	3800	0			
Capacity Analysis Module:	<hr/>														
Vol/Sat:	0.13	0.00	0.06	0.00	0.00	0.00	0.00	0.07	0.00	0.00	0.14	0.00			
Crit Moves:	*****						*****								
Green Time:	15.2	0.0	15.2	0.0	0.0	0.0	0.0	35.8	0.0	0.0	35.8	0.0			
Volume/Cap:	0.50	0.00	0.23	0.00	0.00	0.00	0.00	0.12	0.00	0.00	0.23	0.00			
Delay/Veh:	23.2	0.0	19.0	0.0	0.0	0.0	0.0	5.4	0.0	0.0	5.9	0.0			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	23.2	0.0	19.0	0.0	0.0	0.0	0.0	5.4	0.0	0.0	5.9	0.0			
LOS by Move:	C	A	B-	A	A	A	A	A	A	A	A	A			
HCM2kAvgQ:	4	0	2	0	0	0	0	1	0	0	2	0			

Note: Queue reported is the number of cars per lane.

455 W. Evelyn Redevelopment  
---Mountain View---  
--California--

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
2012 Cumulative + Project AM

Intersection #6: SR-85 NB Off-Ramp / Evelyn Ave

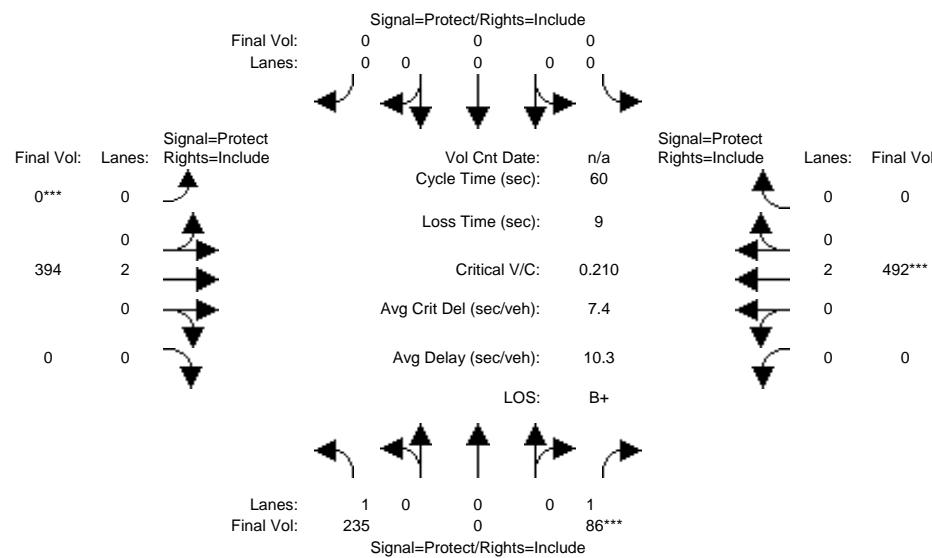


Note: Queue reported is the number of cars per lane.

455 W. Evelyn Redevelopment  
---Mountain View---  
-California-

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
2012 Cumulative PM

### Intersection #6: SR-85 NB Off-Ramp / Evelyn Ave



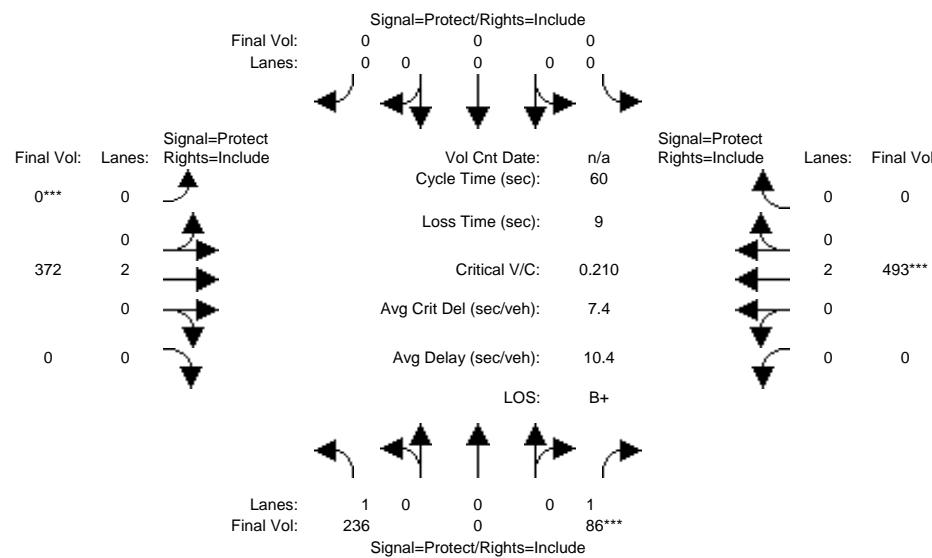
Street Name: SR-85 NB Off-Ramp Evelyn Avenue															
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	7 10		10 7		10 10		7 10		10 10		7 10		10 10		
Y+R:	4.0 4.0		4.0 4.0		4.0 4.0		4.0 4.0		4.0 4.0		4.0 4.0		4.0 4.0		
Volume Module:	<hr/>														
Base Vol:	235	0	86	0	0	0	0	394	0	0	492	0			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	235	0	86	0	0	0	0	394	0	0	492	0			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	235	0	86	0	0	0	0	394	0	0	492	0			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	235	0	86	0	0	0	0	394	0	0	492	0			
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	235	0	86	0	0	0	0	394	0	0	492	0			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	235	0	86	0	0	0	0	394	0	0	492	0			
Saturation Flow Module:	<hr/>														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92			
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00			
Final Sat.:	1750	0	1750	0	0	0	0	3800	0	0	3800	0			
Capacity Analysis Module:	<hr/>														
Vol/Sat:	0.13	0.00	0.05	0.00	0.00	0.00	0.00	0.10	0.00	0.00	0.13	0.00			
Crit Moves:	*****						*****								
Green Time:	14.0	0.0	14.0	0.0	0.0	0.0	0.0	37.0	0.0	0.0	37.0	0.0			
Volume/Cap:	0.57	0.00	0.21	0.00	0.00	0.00	0.00	0.17	0.00	0.00	0.21	0.00			
Delay/Veh:	26.1	0.0	19.7	0.0	0.0	0.0	0.0	5.1	0.0	0.0	5.3	0.0			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	26.1	0.0	19.7	0.0	0.0	0.0	0.0	5.1	0.0	0.0	5.3	0.0			
LOS by Move:	C	A	B-	A	A	A	A	A	A	A	A	A			
HCM2kAvgQ:	5	0	2	0	0	0	0	2	0	0	2	0			

Note: Queue reported is the number of cars per lane.

455 W. Evelyn Redevelopment  
---Mountain View---  
-California-

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
2012 Cumulative + Project PM

Intersection #6: SR-85 NB Off-Ramp / Evelyn Ave



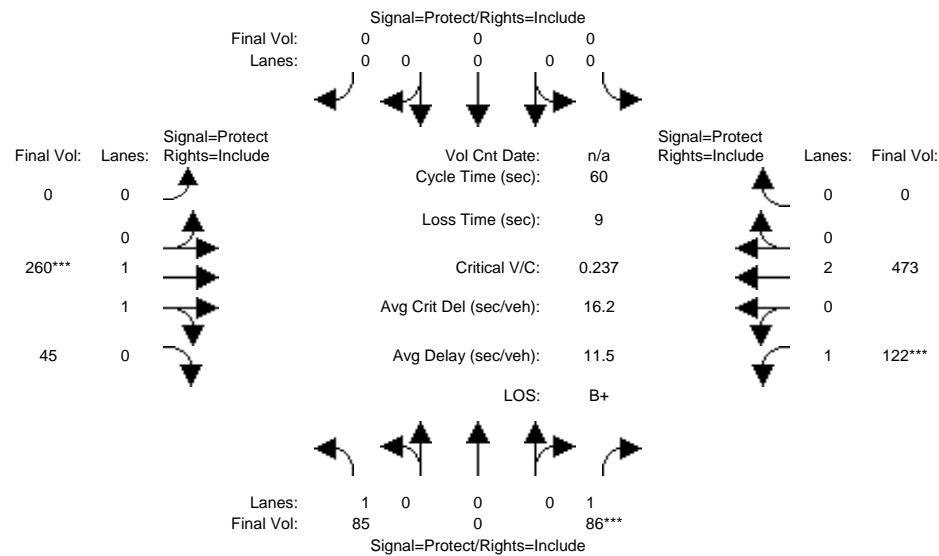
Street Name: SR-85 NB Off-Ramp Evelyn Avenue															
Approach: North Bound			South Bound			East Bound			West Bound						
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	7 10		10 7		10 10		7 10		10 10		7 10		10 10		
Y+R:	4.0 4.0		4.0 4.0		4.0 4.0		4.0 4.0		4.0 4.0		4.0 4.0		4.0 4.0		
Volume Module:	<hr/>														
Base Vol:	236	0	86	0	0	0	0	372	0	0	493	0			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	236	0	86	0	0	0	0	372	0	0	493	0			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	236	0	86	0	0	0	0	372	0	0	493	0			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	236	0	86	0	0	0	0	372	0	0	493	0			
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	236	0	86	0	0	0	0	372	0	0	493	0			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	236	0	86	0	0	0	0	372	0	0	493	0			
Saturation Flow Module:	<hr/>														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92			
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00			
Final Sat.:	1750	0	1750	0	0	0	0	3800	0	0	3800	0			
Capacity Analysis Module:	<hr/>														
Vol/Sat:	0.13	0.00	0.05	0.00	0.00	0.00	0.00	0.10	0.00	0.00	0.13	0.00			
Crit Moves:	*****						*****								
Green Time:	14.0	0.0	14.0	0.0	0.0	0.0	0.0	37.0	0.0	0.0	37.0	0.0			
Volume/Cap:	0.58	0.00	0.21	0.00	0.00	0.00	0.00	0.16	0.00	0.00	0.21	0.00			
Delay/Veh:	26.2	0.0	19.7	0.0	0.0	0.0	0.0	5.0	0.0	0.0	5.3	0.0			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	26.2	0.0	19.7	0.0	0.0	0.0	0.0	5.0	0.0	0.0	5.3	0.0			
LOS by Move:	C	A	B-	A	A	A	A	A	A	A	A	A			
HCM2kAvgQ:	5	0	2	0	0	0	0	2	0	0	2	0			

Note: Queue reported is the number of cars per lane.

455 W. Evelyn Redevelopment  
---Mountain View---  
-California-

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
2012 Cumulative AM

Intersection #7: Ferry Morse Wy / Evelyn Ave



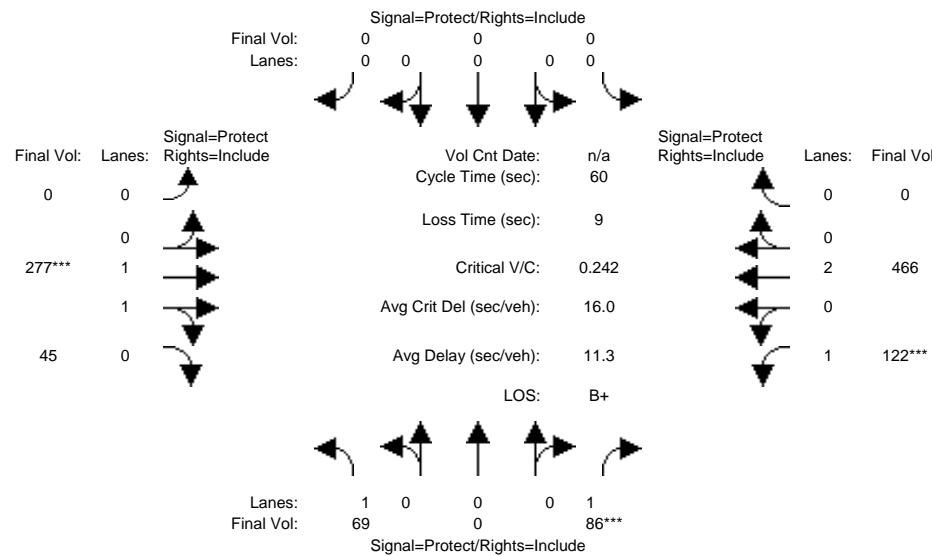
Street Name: Ferry Morse Way Evelyn Avenue															
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	7 10		10 7		10 10		7 10		10 10		7 10		10 10		
Y+R:	4.0 4.0		4.0 4.0		4.0 4.0		4.0 4.0		4.0 4.0		4.0 4.0		4.0 4.0		
Volume Module:	<hr/>														
Base Vol:	85	0	86	0	0	0	0	260	45	122	473	0			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	85	0	86	0	0	0	0	260	45	122	473	0			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	85	0	86	0	0	0	0	260	45	122	473	0			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	85	0	86	0	0	0	0	260	45	122	473	0			
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	85	0	86	0	0	0	0	260	45	122	473	0			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	85	0	86	0	0	0	0	260	45	122	473	0			
Saturation Flow Module:	<hr/>														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92			
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.70	0.30	1.00	2.00	0.00			
Final Sat.:	1750	0	1750	0	0	0	0	3154	546	1750	3800	0			
Capacity Analysis Module:	<hr/>														
Vol/Sat:	0.05	0.00	0.05	0.00	0.00	0.00	0.00	0.08	0.08	0.07	0.12	0.00			
Crit Moves:	*****						*****								
Green Time:	12.5	0.0	12.5	0.0	0.0	0.0	0.0	20.9	20.9	17.7	38.5	0.0			
Volume/Cap:	0.23	0.00	0.24	0.00	0.00	0.00	0.00	0.24	0.24	0.24	0.19	0.00			
Delay/Veh:	21.3	0.0	21.3	0.0	0.0	0.0	0.0	14.3	14.3	17.1	4.6	0.0			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	21.3	0.0	21.3	0.0	0.0	0.0	0.0	14.3	14.3	17.1	4.6	0.0			
LOS by Move:	C+	A	C+	A	A	A	A	B	B	B	A	A			
HCM2kAvgQ:	2	0	2	0	0	0	0	2	2	2	2	0			

Note: Queue reported is the number of cars per lane.

455 W. Evelyn Redevelopment  
---Mountain View---  
-California-

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
2012 Cumulative + Project AM

Intersection #7: Ferry Morse Wy / Evelyn Ave



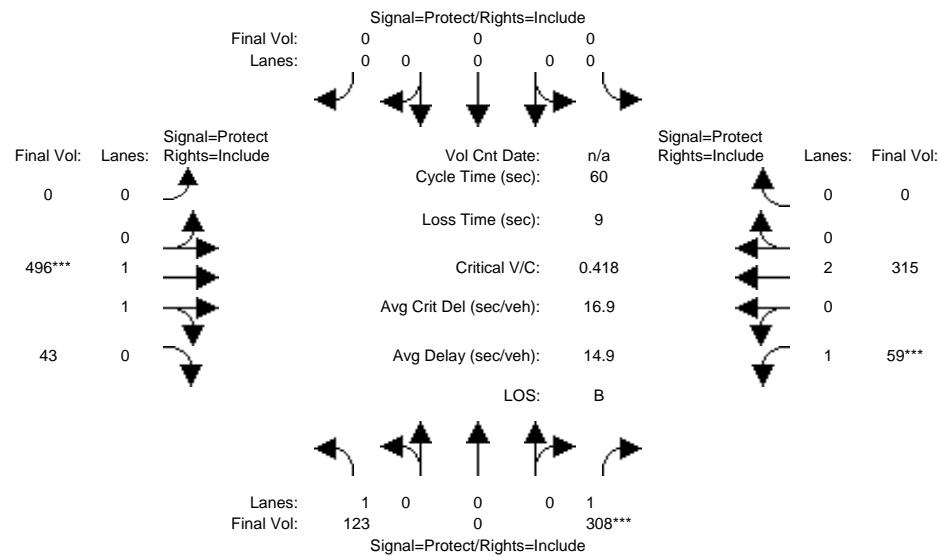
Street Name: Ferry Morse Way Evelyn Avenue Approach: North Bound South Bound East Bound West Bound Movement: L - T - R L - T - R L - T - R L - T - R												
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
<hr/>												
Volume Module:	69	0	86	0	0	0	0	277	45	122	466	
Base Vol:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	69	0	86	0	0	0	0	277	45	122	466	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	69	0	86	0	0	0	0	277	45	122	466	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	69	0	86	0	0	0	0	277	45	122	466	
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	69	0	86	0	0	0	0	277	45	122	466	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	69	0	86	0	0	0	0	277	45	122	466	
<hr/>												
Saturation Flow Module:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.71	0.29	1.00	2.00	
Final Sat.:	1750	0	1750	0	0	0	0	3183	517	1750	3800	
<hr/>												
Capacity Analysis Module:	0.04	0.00	0.05	0.00	0.00	0.00	0.00	0.09	0.09	0.07	0.12	
Vol/Sat:	0.04	0.00	0.05	0.00	0.00	0.00	0.00	0.09	0.09	0.07	0.12	
Crit Moves:	****						****					
Green Time:	12.2	0.0	12.2	0.0	0.0	0.0	0.0	21.6	21.6	17.3	38.8	0.0
Volume/Cap:	0.19	0.00	0.24	0.00	0.00	0.00	0.00	0.24	0.24	0.24	0.19	0.00
Delay/Veh:	21.1	0.0	21.7	0.0	0.0	0.0	0.0	13.9	13.9	17.5	4.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.1	0.0	21.7	0.0	0.0	0.0	0.0	13.9	13.9	17.5	4.4	0.0
LOS by Move:	C+	A	C+	A	A	A	A	B	B	B	A	A
HCM2kAvgQ:	1	0	2	0	0	0	0	2	2	2	2	0

Note: Queue reported is the number of cars per lane.

455 W. Evelyn Redevelopment  
---Mountain View---  
-California-

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
2012 Cumulative PM

Intersection #7: Ferry Morse Wy / Evelyn Ave



Street Name: Ferry Morse Way Evelyn Avenue Approach: North Bound South Bound East Bound West Bound Movement: L - T - R L - T - R L - T - R L - T - R												
Min. Green:	7	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
<hr/>												
<b>Volume Module:</b>												
Base Vol:	123	0	308	0	0	0	0	496	43	59	315	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	123	0	308	0	0	0	0	496	43	59	315	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	123	0	308	0	0	0	0	496	43	59	315	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	123	0	308	0	0	0	0	496	43	59	315	0
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	0	308	0	0	0	0	496	43	59	315	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	123	0	308	0	0	0	0	496	43	59	315	0
<hr/>												
<b>Saturation Flow Module:</b>												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.84	0.16	1.00	2.00	0.00
Final Sat.:	1750	0	1750	0	0	0	0	3405	295	1750	3800	0
<hr/>												
<b>Capacity Analysis Module:</b>												
Vol/Sat:	0.07	0.00	0.18	0.00	0.00	0.00	0.00	0.15	0.15	0.03	0.08	0.00
Crit Moves:	****						****					
Green Time:	24.1	0.0	24.1	0.0	0.0	0.0	0.0	19.9	19.9	7.0	26.9	0.0
Volume/Cap:	0.18	0.00	0.44	0.00	0.00	0.00	0.00	0.44	0.44	0.29	0.18	0.00
Delay/Veh:	12.1	0.0	15.0	0.0	0.0	0.0	0.0	16.8	16.8	27.8	10.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.1	0.0	15.0	0.0	0.0	0.0	0.0	16.8	16.8	27.8	10.2	0.0
LOS by Move:	B	A	B	A	A	A	A	B	B	C	B+	A
HCM2kAvgQ:	2	0	5	0	0	0	0	4	4	1	2	0

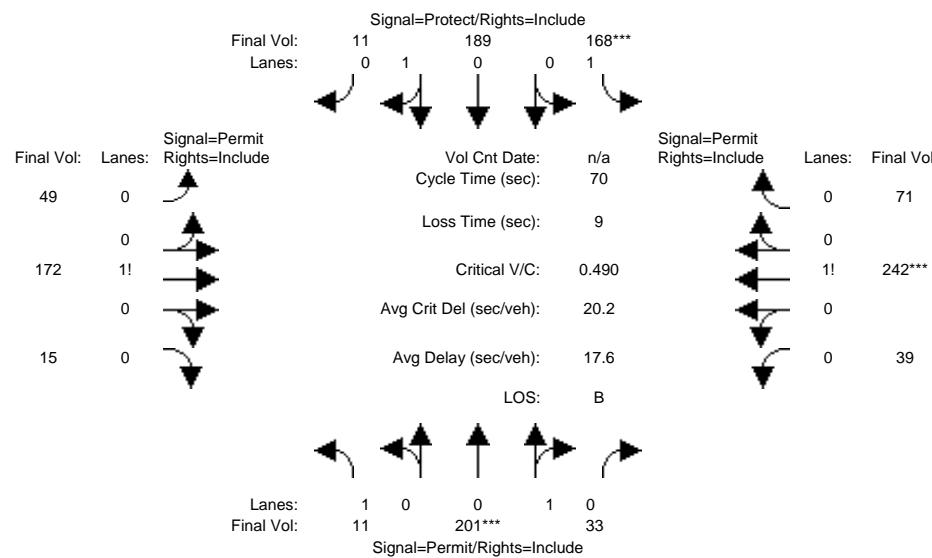
Note: Queue reported is the number of cars per lane.



455 W. Evelyn Redevelopment  
---Mountain View---  
-California-

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
2012 Cumulative AM

Intersection #8: Castro St / Villa St



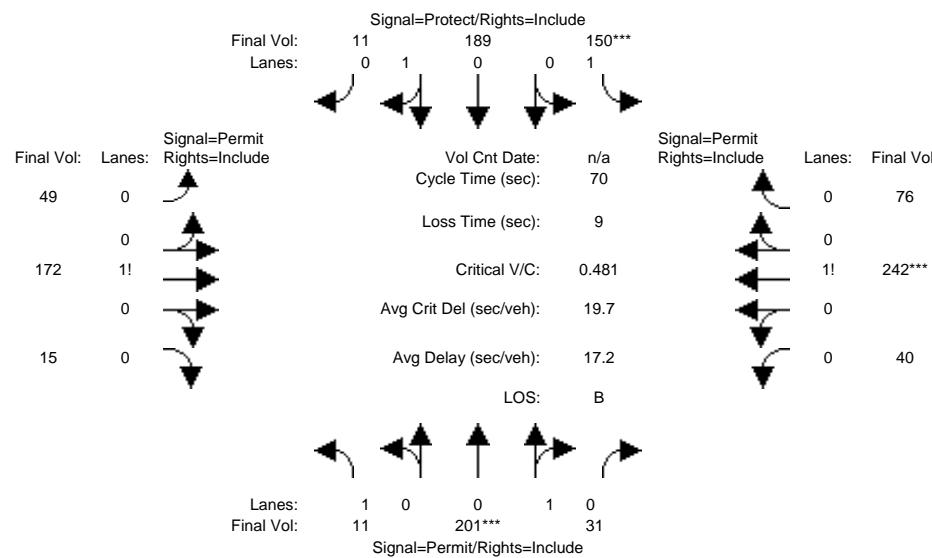
Street Name: Castro Street Villa Street														
Approach:	North Bound			South Bound			East Bound			West Bound				
	L	-	T	-	R	L	-	T	-	R	L	-	T	-
Min. Green:	10 10		10 7		10 10		10 10		10 10		10 10		10 10	
Y+R:	4.0 4.0		4.0 4.0		4.0 4.0		4.0 4.0		4.0 4.0		4.0 4.0		4.0 4.0	
Volume Module:														
Base Vol:	11	201	33	168	189	11	49	172	15	39	242	71		
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:	11	201	33	168	189	11	49	172	15	39	242	71		
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0		
Initial Fut:	11	201	33	168	189	11	49	172	15	39	242	71		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	11	201	33	168	189	11	49	172	15	39	242	71		
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	11	201	33	168	189	11	49	172	15	39	242	71		
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
FinalVolume:	11	201	33	168	189	11	49	172	15	39	242	71		
Saturation Flow Module:														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92		
Lanes:	1.00	0.86	0.14	1.00	0.94	0.06	0.21	0.73	0.06	0.11	0.69	0.20		
Final Sat.:	1750	1546	254	1750	1701	99	363	1275	111	194	1203	353		
Capacity Analysis Module:														
Vol/Sat:	0.01	0.13	0.13	0.10	0.11	0.11	0.13	0.13	0.13	0.20	0.20	0.20		
Crit Moves:	****			****			*****							
Green Time:	18.6	18.6	18.6	13.7	32.3	32.3	28.7	28.7	28.7	28.7	28.7	28.7		
Volume/Cap:	0.02	0.49	0.49	0.49	0.24	0.24	0.33	0.33	0.33	0.49	0.49	0.49		
Delay/Veh:	19.0	22.5	22.5	26.1	11.6	11.6	14.3	14.3	14.3	15.8	15.8	15.8		
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
AdjDel/Veh:	19.0	22.5	22.5	26.1	11.6	11.6	14.3	14.3	14.3	15.8	15.8	15.8		
LOS by Move:	B-	C+	C+	C	B+	B+	B	B	B	B	B	B		
HCM2kAvgQ:	0	5	5	4	3	3	4	4	4	6	6	6		

Note: Queue reported is the number of cars per lane.

455 W. Evelyn Redevelopment  
---Mountain View---  
-California-

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
2012 Cumulative + Project AM

## Intersection #8: Castro St / Villa St



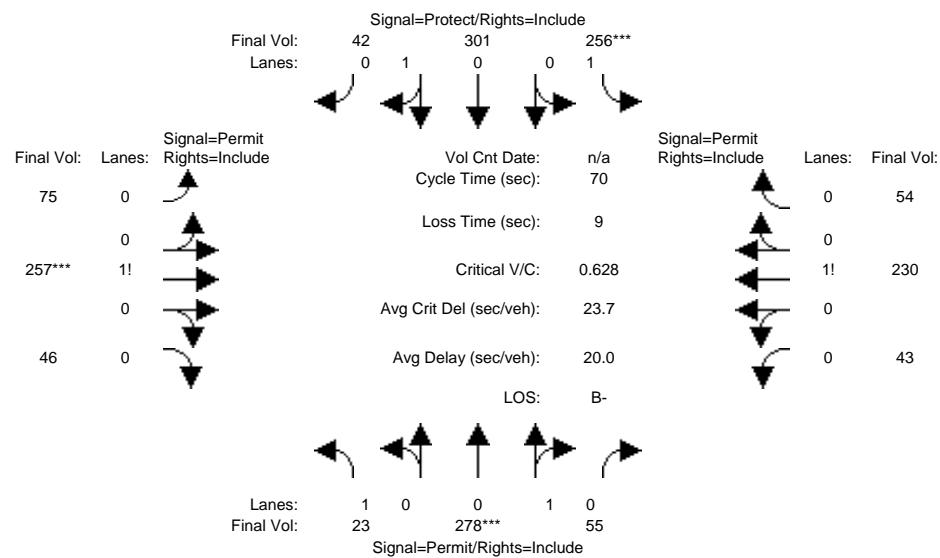
Street Name: Castro Street Villa Street														
Approach:	North Bound			South Bound			East Bound			West Bound				
	L	-	T	-	R	L	-	T	-	R	L	-	T	-
Min. Green:	10 10		10 7		10 10		10 10		10 10		10 10		10 10	
Y+R:	4.0 4.0		4.0 4.0		4.0 4.0		4.0 4.0		4.0 4.0		4.0 4.0		4.0 4.0	
Volume Module:														
Base Vol:	11	201	31	150	189	11	49	172	15	40	242	76		
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:	11	201	31	150	189	11	49	172	15	40	242	76		
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0		
Initial Fut:	11	201	31	150	189	11	49	172	15	40	242	76		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	11	201	31	150	189	11	49	172	15	40	242	76		
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	11	201	31	150	189	11	49	172	15	40	242	76		
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
FinalVolume:	11	201	31	150	189	11	49	172	15	40	242	76		
Saturation Flow Module:														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92		
Lanes:	1.00	0.87	0.13	1.00	0.94	0.06	0.21	0.73	0.06	0.11	0.68	0.21		
Final Sat.:	1750	1559	241	1750	1701	99	363	1275	111	196	1183	372		
Capacity Analysis Module:														
Vol/Sat:	0.01	0.13	0.13	0.09	0.11	0.11	0.13	0.13	0.13	0.20	0.20	0.20		
Crit Moves:	****			****						****				
Green Time:	18.8	18.8	18.8	12.5	31.2	31.2	29.8	29.8	29.8	29.8	29.8	29.8		
Volume/Cap:	0.02	0.48	0.48	0.48	0.25	0.25	0.32	0.32	0.32	0.48	0.48	0.48		
Delay/Veh:	18.9	22.3	22.3	27.0	12.2	12.2	13.6	13.6	13.6	15.0	15.0	15.0		
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
AdjDel/Veh:	18.9	22.3	22.3	27.0	12.2	12.2	13.6	13.6	13.6	15.0	15.0	15.0		
LOS by Move:	B-	C+	C+	C	B	B	B	B	B	B	B	B		
HCM2kAvgQ:	0	5	5	4	3	3	4	4	4	6	6	6		

Note: Queue reported is the number of cars per lane.

455 W. Evelyn Redevelopment  
---Mountain View---  
-California-

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
2012 Cumulative PM

Intersection #8: Castro St / Villa St



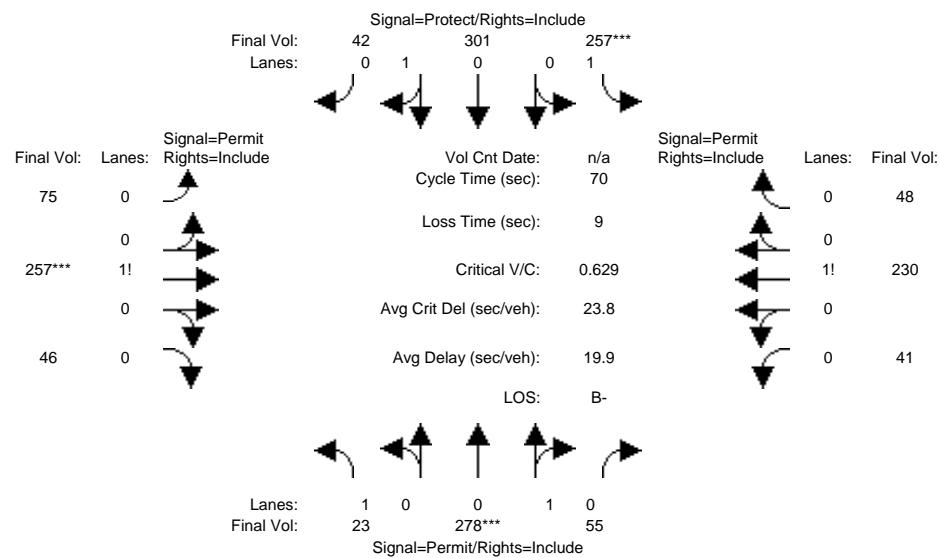
Street Name: Castro Street Villa Street																
Approach:	North Bound			South Bound			East Bound			West Bound						
	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
Min. Green:	10		10		10		7		10		10		10		10	
Y+R:	4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0	
Volume Module:																
Base Vol:	23	278	55	256	301	42	75	257	46	43	230	54				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	23	278	55	256	301	42	75	257	46	43	230	54				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	23	278	55	256	301	42	75	257	46	43	230	54				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	23	278	55	256	301	42	75	257	46	43	230	54				
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	23	278	55	256	301	42	75	257	46	43	230	54				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	23	278	55	256	301	42	75	257	46	43	230	54				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92				
Lanes:	1.00	0.83	0.17	1.00	0.88	0.12	0.20	0.68	0.12	0.13	0.70	0.17				
Final Sat.:	1750	1503	297	1750	1580	220	347	1190	213	230	1231	289				
Capacity Analysis Module:																
Vol/Sat:	0.01	0.19	0.19	0.15	0.19	0.19	0.22	0.22	0.22	0.19	0.19	0.19				
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****				
Green Time:	20.6	20.6	20.6	16.3	36.9	36.9	24.1	24.1	24.1	24.1	24.1	24.1				
Volume/Cap:	0.04	0.63	0.63	0.63	0.36	0.36	0.63	0.63	0.63	0.54	0.54	0.54				
Delay/Veh:	17.7	23.8	23.8	27.2	9.9	9.9	21.3	21.3	21.3	19.6	19.6	19.6				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	17.7	23.8	23.8	27.2	9.9	9.9	21.3	21.3	21.3	19.6	19.6	19.6				
LOS by Move:	B	C	C	A	A	C+	C+	C+	B-	B-	B-					
HCM2kAvgQ:	0	8	8	6	5	5	8	8	8	7	7	7				

Note: Queue reported is the number of cars per lane.

455 W. Evelyn Redevelopment  
---Mountain View---  
-California-

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
2012 Cumulative + Project PM

## Intersection #8: Castro St / Villa St

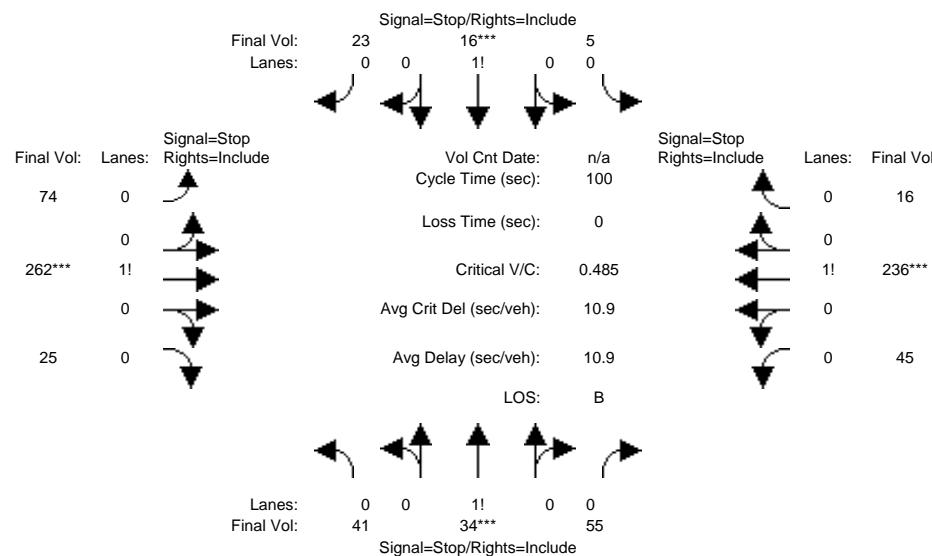


Street Name: Castro Street Villa Street																								
Approach:	North Bound			South Bound			East Bound			West Bound														
	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R									
Min. Green:	10		10		10		7		10		10		10											
Y+R:	4.0		4.0		4.0		4.0		4.0		4.0		4.0											
Volume Module:																								
Base Vol:	23		278		55		257		301		42		75		257		46		41		230		48	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	23		278		55		257		301		42		75		257		46		41		230		48	
Added Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	23		278		55		257		301		42		75		257		46		41		230		48	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	23		278		55		257		301		42		75		257		46		41		230		48	
Reduc Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	23		278		55		257		301		42		75		257		46		41		230		48	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	23		278		55		257		301		42		75		257		46		41		230		48	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900			
Adjustment:	0.92		0.95		0.95		0.92		0.95		0.92		0.92		0.92		0.92		0.92		0.92			
Lanes:	1.00		0.83		0.17		1.00		0.88		0.12		0.20		0.68		0.12		0.13		0.72		0.15	
Final Sat.:	1750		1503		297		1750		1580		220		347		1190		213		225		1262		263	
Capacity Analysis Module:																								
Vol/Sat:	0.01		0.19		0.19		0.15		0.19		0.19		0.22		0.22		0.22		0.18		0.18		0.18	
Crit Moves:	****		****		****		****		****		****		****		****		****		****		****		****	
Green Time:	20.6		20.6		16.4		36.9		36.9		24.1		24.1		24.1		24.1		24.1		24.1		24.1	
Volume/Cap:	0.04		0.63		0.63		0.36		0.36		0.36		0.63		0.63		0.63		0.53		0.53		0.53	
Delay/Veh:																								

455 W. Evelyn Redevelopment  
---Mountain View---  
-California-

Level Of Service Computation Report  
2000 HCM 4-Way Stop (Future Volume Alternative)  
2012 Cumulative AM

Intersection #9: Hope St / Villa St



Street Name: Hope Street Villa Street															
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Volume Module:															
Base Vol:	41	34	55	5	16	23	74	262	25	45	236	16			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	41	34	55	5	16	23	74	262	25	45	236	16			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	41	34	55	5	16	23	74	262	25	45	236	16			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	41	34	55	5	16	23	74	262	25	45	236	16			
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	41	34	55	5	16	23	74	262	25	45	236	16			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	41	34	55	5	16	23	74	262	25	45	236	16			
Saturation Flow Module:															
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	0.32	0.26	0.42	0.11	0.36	0.53	0.20	0.73	0.07	0.15	0.80	0.05			
Final Sat.:	196	163	263	68	216	311	153	540	52	111	580	39			
Capacity Analysis Module:															
Vol/Sat:	0.21	0.21	0.21	0.07	0.07	0.07	0.49	0.49	0.49	0.41	0.41	0.41			
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****			
Delay/Veh:	9.5	9.5	9.5	8.7	8.7	8.7	11.8	11.8	11.8	10.8	10.8	10.8			
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	9.5	9.5	9.5	8.7	8.7	8.7	11.8	11.8	11.8	10.8	10.8	10.8			
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B			
ApproachDel:	9.5			8.7			11.8					10.8			
Delay Adj:	1.00			1.00			1.00					1.00			
ApprAdjDel:	9.5			8.7			11.8					10.8			
LOS by Appr:	A			A			B					B			
AllWayAvgQ:	0.2	0.2	0.2	0.1	0.1	0.1	0.9	0.9	0.9	0.6	0.6	0.6			

Note: Queue reported is the number of cars per lane.

Peak Hour Volume Signal Warrant Report [Urban]

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Intersection #9 Hope St / Villa St

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Future Volume Alternative: Peak Hour Warrant NOT Met

	North Bound	South Bound	East Bound	West Bound
Approach:	L - T - R	L - T - R	L - T - R	L - T - R
Movement:				
Control:	Stop Sign	Stop Sign	Stop Sign	Stop Sign
Lanes:	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0
Initial Vol:	41 34 55 5 16	23 74 262 25	45 236	16

Major Street Volume: 658  
Minor Approach Volume: 130  
Minor Approach Volume Threshold: 331

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**SIGNAL WARRANT DISCLAIMER**

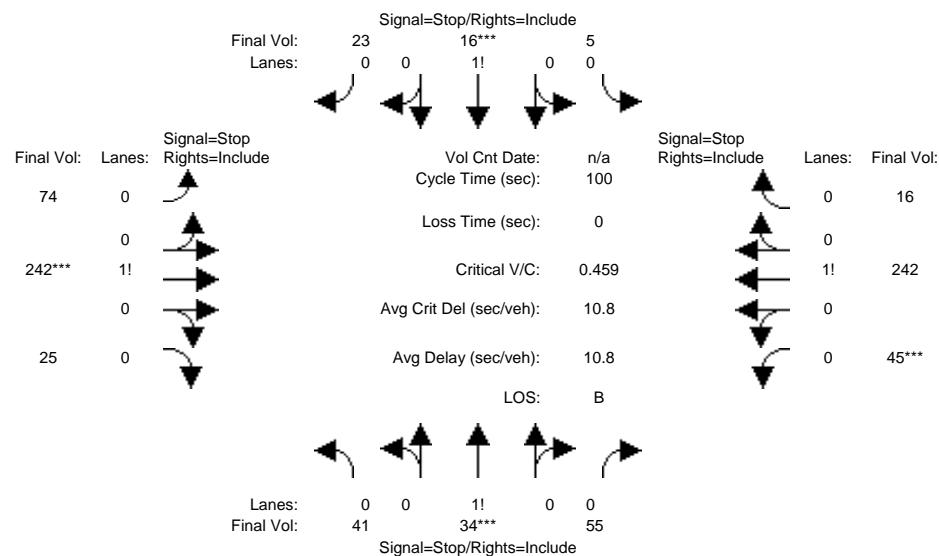
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

455 W. Evelyn Redevelopment  
---Mountain View---  
-California-

Level Of Service Computation Report  
2000 HCM 4-Way Stop (Future Volume Alternative)  
2012 Cumulative + Project AM

Intersection #9: Hope St / Villa St



Street Name: Hope Street Villa Street															
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Volume Module:															
Base Vol:	41	34	55	5	16	23	74	242	25	45	242	16			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	41	34	55	5	16	23	74	242	25	45	242	16			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	41	34	55	5	16	23	74	242	25	45	242	16			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	41	34	55	5	16	23	74	242	25	45	242	16			
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	41	34	55	5	16	23	74	242	25	45	242	16			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	41	34	55	5	16	23	74	242	25	45	242	16			
Saturation Flow Module:															
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	0.32	0.26	0.42	0.11	0.36	0.53	0.22	0.71	0.07	0.15	0.80	0.05			
Final Sat.:	198	164	266	68	218	314	161	527	54	109	587	39			
Capacity Analysis Module:															
Vol/Sat:	0.21	0.21	0.21	0.07	0.07	0.07	0.46	0.46	0.46	0.41	0.41	0.41			
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****			
Delay/Veh:	9.4	9.4	9.4	8.6	8.6	8.6	11.4	11.4	11.4	10.9	10.9	10.9			
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	9.4	9.4	9.4	8.6	8.6	8.6	11.4	11.4	11.4	10.9	10.9	10.9			
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B			
ApproachDel:	9.4			8.6			11.4					10.9			
Delay Adj:	1.00			1.00			1.00					1.00			
ApprAdjDel:	9.4			8.6			11.4					10.9			
LOS by Appr:	A			A			B					B			
AllWayAvgQ:	0.2	0.2	0.2	0.1	0.1	0.1	0.8	0.8	0.8	0.6	0.6	0.6			

Note: Queue reported is the number of cars per lane.

Peak Hour Volume Signal Warrant Report [Urban]

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Intersection #9 Hope St / Villa St  
\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

	North Bound	South Bound	East Bound	West Bound
Approach:	L - T - R	L - T - R	L - T - R	L - T - R
Movement:				
Control:	Stop Sign	Stop Sign	Stop Sign	Stop Sign
Lanes:	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0
Initial Vol:	41 34 55 5 16	23 74 242 25	45 242 16	

Major Street Volume: 644  
Minor Approach Volume: 130  
Minor Approach Volume Threshold: 337

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**SIGNAL WARRANT DISCLAIMER**

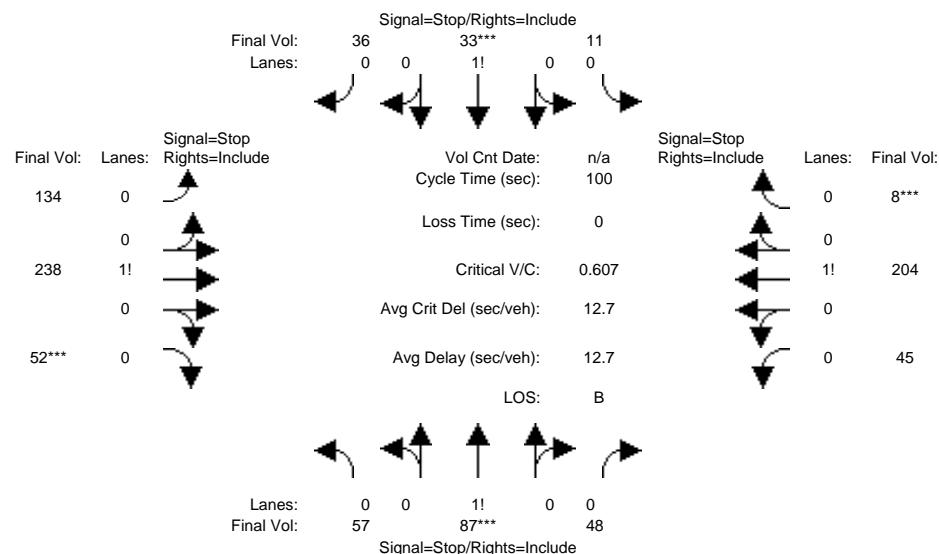
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

455 W. Evelyn Redevelopment  
---Mountain View---  
-California-

Level Of Service Computation Report  
2000 HCM 4-Way Stop (Future Volume Alternative)  
2012 Cumulative PM

Intersection #9: Hope St / Villa St



Street Name: Hope Street Villa Street															
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Volume Module:															
Base Vol:	57	87	48	11	33	36	134	238	52	45	204	8			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	57	87	48	11	33	36	134	238	52	45	204	8			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	57	87	48	11	33	36	134	238	52	45	204	8			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	57	87	48	11	33	36	134	238	52	45	204	8			
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	57	87	48	11	33	36	134	238	52	45	204	8			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	57	87	48	11	33	36	134	238	52	45	204	8			
Saturation Flow Module:															
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	0.30	0.45	0.25	0.14	0.41	0.45	0.32	0.56	0.12	0.18	0.79	0.03			
Final Sat.:	175	267	147	76	229	250	221	392	86	115	519	20			
Capacity Analysis Module:															
Vol/Sat:	0.33	0.33	0.33	0.14	0.14	0.14	0.61	0.61	0.61	0.39	0.39	0.39			
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****			
Delay/Veh:	10.9	10.9	10.9	9.5	9.5	9.5	14.9	14.9	14.9	11.3	11.3	11.3			
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	10.9	10.9	10.9	9.5	9.5	9.5	14.9	14.9	14.9	11.3	11.3	11.3			
LOS by Move:	B	B	B	A	A	A	B	B	B	B	B	B			
ApproachDel:	10.9			9.5			14.9					11.3			
Delay Adj:	1.00			1.00			1.00					1.00			
ApprAdjDel:	10.9			9.5			14.9					11.3			
LOS by Appr:	B			A			B					B			
AllWayAvgQ:	0.4	0.4	0.4	0.1	0.1	0.1	1.3	1.3	1.3	0.6	0.6	0.6			

Note: Queue reported is the number of cars per lane.

Peak Hour Volume Signal Warrant Report [Urban]

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Intersection #9 Hope St / Villa St

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

	North Bound	South Bound	East Bound	West Bound
Approach:	L - T - R	L - T - R	L - T - R	L - T - R
Movement:				
Control:	Stop Sign	Stop Sign	Stop Sign	Stop Sign
Lanes:	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0
Initial Vol:	57 87 48	11 33 36	134 238	52 45 204 8

Major Street Volume: 681  
Minor Approach Volume: 192  
Minor Approach Volume Threshold: 322

#### SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

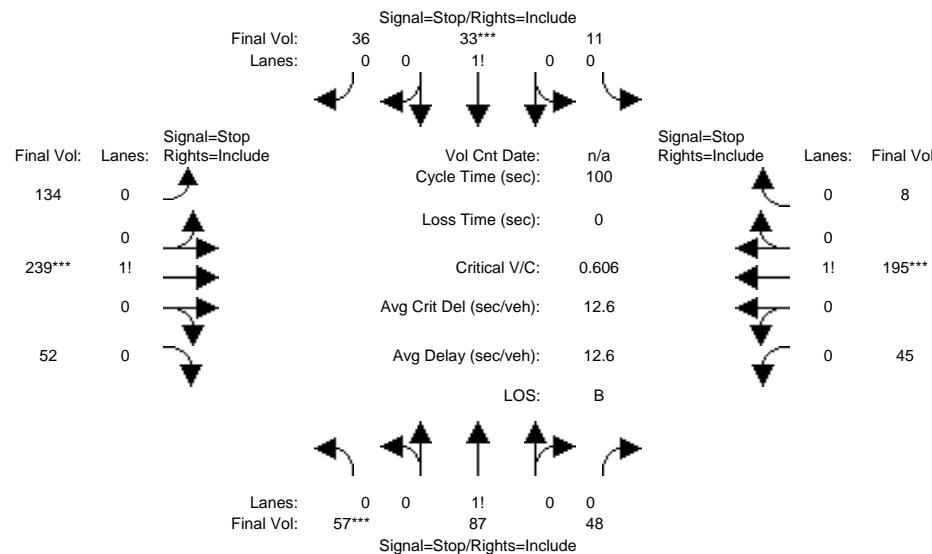
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455 W. Evelyn Redevelopment  
---Mountain View---  
--California--

Level Of Service Computation Report  
2000 HCM 4-Way Stop (Future Volume Alternative)  
2012 Cumulative + Project PM

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#### Intersection #9: Hope St / Villa St



Peak Hour Volume Signal Warrant Report

YEAR-END VOLCANO SIGNAL WATCH REPORT [CISAR]

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Intersection #9 Hope St / Villa St

Future Volume Alternative: Peak Hour Warrant NOT Met

	North Bound	South Bound	East Bound	West Bound
Approach:	L - T - R	L - T - R	L - T - R	L - T - R
Movement:				
Control:	Stop Sign	Stop Sign	Stop Sign	Stop Sign
Lanes:	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0
Initial Vol:	57 87 48	11 33 36	134 239	52 45 195 8

Major Street Volume: 673  
Minor Approach Volume: 192  
Minor Approach Volume Threshold: 325

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**SIGNAL WARRANT DISCLAIMER**

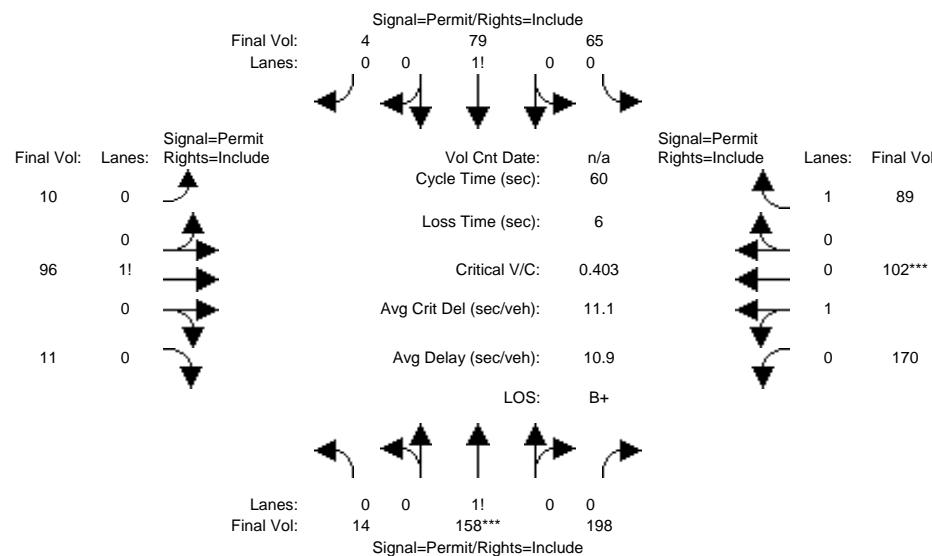
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

455 W. Evelyn Redevelopment  
---Mountain View---  
-California-

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
2012 Cumulative AM

## Intersection #10: Calderon Ave / Dana St



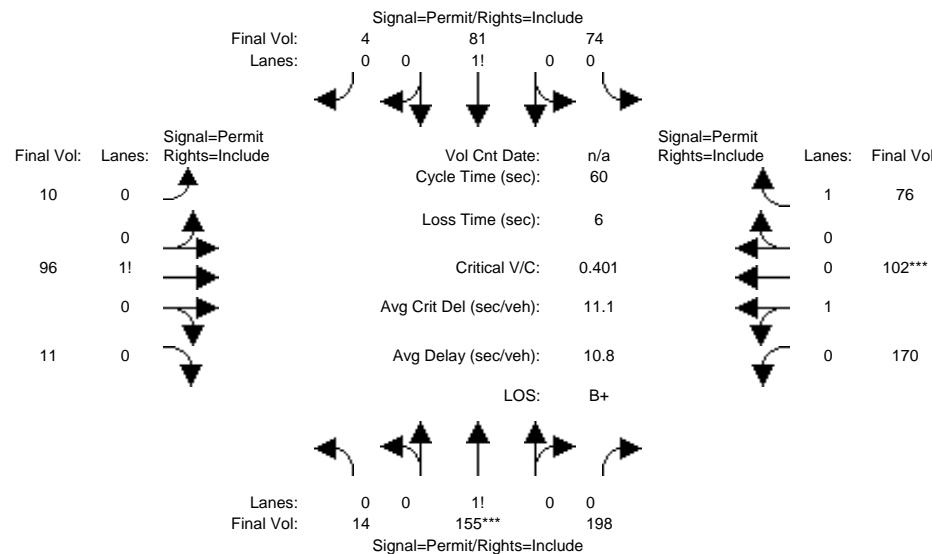
Street Name: Calderon Avenue Dana Street															
Approach: North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----														
Base Vol:	14	158	198	65	79	4	10	96	11	170	102	89			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	14	158	198	65	79	4	10	96	11	170	102	89			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	14	158	198	65	79	4	10	96	11	170	102	89			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	14	158	198	65	79	4	10	96	11	170	102	89			
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	14	158	198	65	79	4	10	96	11	170	102	89			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	14	158	198	65	79	4	10	96	11	170	102	89			
Saturation Flow Module:	----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.95			
Lanes:	0.04	0.43	0.53	0.44	0.53	0.03	0.09	0.82	0.09	0.63	0.37	1.00			
Final Sat.:	66	747	936	769	934	47	150	1436	165	1125	675	1750			
Capacity Analysis Module:	----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----														
Vol/Sat:	0.21	0.21	0.21	0.08	0.08	0.08	0.07	0.07	0.07	0.15	0.15	0.05			
Crit Moves:	*****														
Green Time:	31.5	31.5	31.5	31.5	31.5	31.5	22.5	22.5	22.5	22.5	22.5	22.5			
Volume/Cap:	0.40	0.40	0.40	0.16	0.16	0.16	0.18	0.18	0.18	0.40	0.40	0.14			
Delay/Veh:	8.9	8.9	8.9	7.5	7.5	7.5	12.7	12.7	12.7	14.2	14.2	12.4			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	8.9	8.9	8.9	7.5	7.5	7.5	12.7	12.7	12.7	14.2	14.2	12.4			
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B			
HCM2kAvgQ:	5	5	5	2	2	2	2	2	2	4	4	1			

Note: Queue reported is the number of cars per lane.

455 W. Evelyn Redevelopment  
---Mountain View---  
-California-

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
2012 Cumulative + Project AM

Intersection #10: Calderon Ave / Dana St



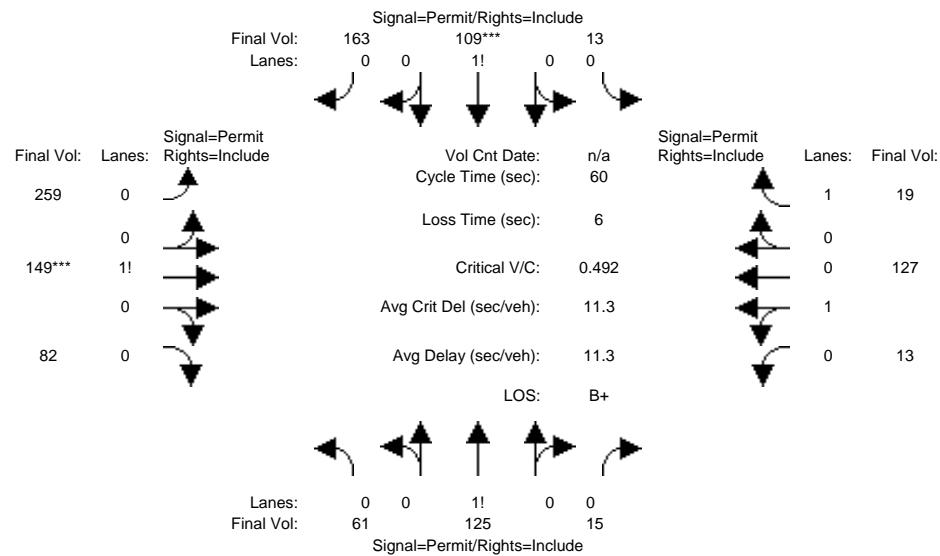
Calderon Avenue												Dana Street													
North Bound				South Bound				East Bound				West Bound													
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Volume Module:																									
Base Vol:	14	155	198	74	81	4	10	96	11	170	102	76													
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00													
Initial Bse:	14	155	198	74	81	4	10	96	11	170	102	76													
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0													
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0													
Initial Fut:	14	155	198	74	81	4	10	96	11	170	102	76													
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00													
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00													
PHF Volume:	14	155	198	74	81	4	10	96	11	170	102	76													
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0													
Reduced Vol:	14	155	198	74	81	4	10	96	11	170	102	76													
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00													
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00													
FinalVolume:	14	155	198	74	81	4	10	96	11	170	102	76													
Saturation Flow Module:																									
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900													
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92													
Lanes:	0.04	0.42	0.54	0.47	0.51	0.02	0.09	0.82	0.09	0.63	0.37	1.00													
Final Sat.:	67	739	944	814	892	44	150	1436	165	1125	675	1750													
Capacity Analysis Module:																									
Vol/Sat:	0.21	0.21	0.21	0.09	0.09	0.09	0.07	0.07	0.07	0.15	0.15	0.04													
Crit Moves:																									
Green Time:	31.4	31.4	31.4	31.4	31.4	31.4	31.4	22.6	22.6	22.6	22.6	22.6													
Volume/Cap:	0.40	0.40	0.40	0.17	0.17	0.17	0.17	0.18	0.18	0.18	0.40	0.40													
Delay/Veh:	8.9	8.9	8.9	7.6	7.6	7.6	7.6	12.6	12.6	12.6	14.1	14.1													
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00													
AdjDel/Veh:	8.9	8.9	8.9	7.6	7.6	7.6	7.6	12.6	12.6	12.6	14.1	14.1													
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B													
HCM2kAvgQ:	5	5	5	2	2	2	2	2	2	4	4	4													

Note: Queue reported is the number of cars per lane.

455 W. Evelyn Redevelopment  
---Mountain View---  
-California-

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
2012 Cumulative PM

Intersection #10: Calderon Ave / Dana St



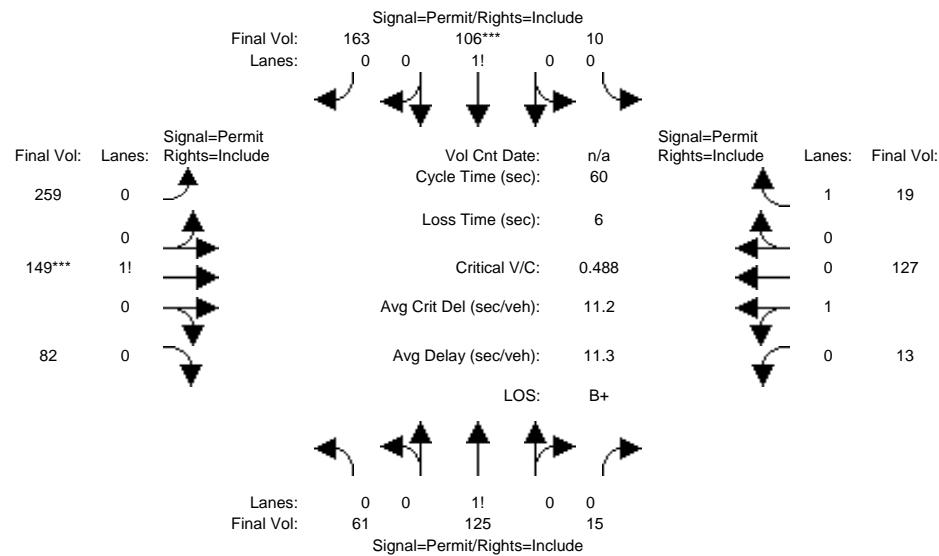
Street Name: Calderon Avenue Dana Street																
Approach:	North Bound			South Bound			East Bound			West Bound						
	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
Min. Green:	10		10		10		10		10		10		10		10	
Y+R:	4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0	
Volume Module:																
Base Vol:	61	125	15	13	109	163	259	149	82	13	127	19				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	61	125	15	13	109	163	259	149	82	13	127	19				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	61	125	15	13	109	163	259	149	82	13	127	19				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	61	125	15	13	109	163	259	149	82	13	127	19				
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	61	125	15	13	109	163	259	149	82	13	127	19				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	61	125	15	13	109	163	259	149	82	13	127	19				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92				
Lanes:	0.30	0.63	0.07	0.05	0.38	0.57	0.53	0.30	0.17	0.09	0.91	1.00				
Final Sat.:	531	1088	131	80	669	1001	925	532	293	167	1633	1750				
Capacity Analysis Module:																
Vol/Sat:	0.11	0.11	0.11	0.16	0.16	0.16	0.28	0.28	0.28	0.08	0.08	0.01				
Crit Moves:																
Green Time:	19.9	19.9	19.9	19.9	19.9	19.9	34.1	34.1	34.1	34.1	34.1	34.1				
Volume/Cap:	0.35	0.35	0.35	0.49	0.49	0.49	0.49	0.49	0.49	0.14	0.14	0.02				
Delay/Veh:	15.5	15.5	15.5	16.7	16.7	16.7	8.1	8.1	8.1	6.1	6.1	5.6				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	15.5	15.5	15.5	16.7	16.7	16.7	8.1	8.1	8.1	6.1	6.1	5.6				
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A				
HCM2kAvgQ:	3	3	3	5	5	5	6	6	6	1	1	0				

Note: Queue reported is the number of cars per lane.

455 W. Evelyn Redevelopment  
---Mountain View---  
-California-

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
2012 Cumulative + Project PM

Intersection #10: Calderon Ave / Dana St



Street Name: Calderon Avenue Dana Street														
Approach:	North Bound			South Bound			East Bound			West Bound				
	L	-	T	-	R	L	-	T	-	R	L	-	T	-
Min. Green:	10 10		10 10		10 10		10 10		10 10		10 10		10 10	
Y+R:	4.0 4.0		4.0 4.0		4.0 4.0		4.0 4.0		4.0 4.0		4.0 4.0		4.0 4.0	
Volume Module:														
Base Vol:	61	125	15	10	106	163	259	149	82	13	127	19		
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:	61	125	15	10	106	163	259	149	82	13	127	19		
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0		
Initial Fut:	61	125	15	10	106	163	259	149	82	13	127	19		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	61	125	15	10	106	163	259	149	82	13	127	19		
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	61	125	15	10	106	163	259	149	82	13	127	19		
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
FinalVolume:	61	125	15	10	106	163	259	149	82	13	127	19		
Saturation Flow Module:														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Adjustment:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92		
Lanes:	0.30	0.63	0.07	0.04	0.38	0.58	0.53	0.30	0.17	0.09	0.91	1.00		
Final Sat.:	531	1088	131	63	665	1022	925	532	293	167	1633	1750		
Capacity Analysis Module:														
Vol/Sat:	0.11	0.11	0.11	0.16	0.16	0.16	0.28	0.28	0.28	0.08	0.08	0.01		
Crit Moves:														
Green Time:	19.6	19.6	19.6	19.6	19.6	19.6	34.4	34.4	34.4	34.4	34.4	34.4		
Volume/Cap:	0.35	0.35	0.35	0.49	0.49	0.49	0.49	0.49	0.49	0.14	0.14	0.02		
Delay/Veh:	15.7	15.7	15.7	16.8	16.8	16.8	8.0	8.0	8.0	6.0	6.0	5.5		
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
AdjDel/Veh:	15.7	15.7	15.7	16.8	16.8	16.8	8.0	8.0	8.0	6.0	6.0	5.5		
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A		
HCM2kAvgQ:	3	3	3	5	5	5	6	6	6	1	1	0		

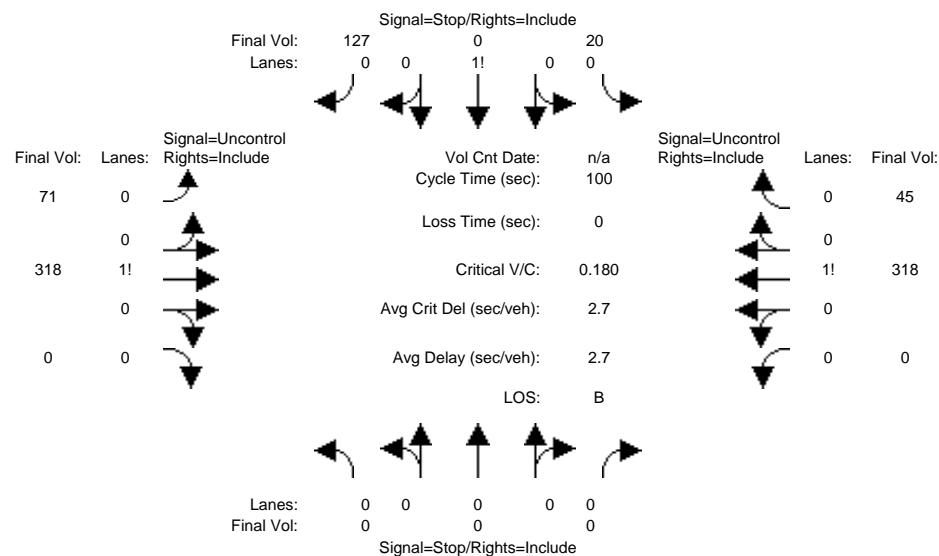
Note: Queue reported is the number of cars per lane.



475 W. Evelyn Redevelopment  
---Mountain View---  
-California-

Level of Service Computation Report  
2000 HCM Unsignalized (Future Volume Alternative)  
2012 Cumulative + Project AM

## Intersection #11: New Street / Villa St



Street Name:	New Street				Villa Street										
Approach:	North Bound		South Bound		East Bound		West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----															

## Volume Module:

Base Vol:	0	0	0	20	0	127	71	318	0	0	318	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	20	0	127	71	318	0	0	318	45
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	20	0	127	71	318	0	0	318	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	20	0	127	71	318	0	0	318	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	20	0	127	71	318	0	0	318	45

Critical Gap Module:	----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----
Critical Gp:xxxxxx xxxx xxxx xxxx 6.4 6.5 6.2 4.1 xxxx xxxx xxxx xxxx xxxx xxxx	----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----
FollowUpTim:xxxxxx xxxx xxxx xxxx 3.5 4.0 3.3 2.2 xxxx xxxx xxxx xxxx xxxx xxxx	----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----

Capacity Module:	----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----
Cnflict Vol: xxxx xxxx xxxx 801 801 341 363 xxxx xxxx xxxx xxxx xxxx xxxx	----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----
Potent Cap.: xxxx xxxx xxxx 357 320 707 1207 xxxx xxxx xxxx xxxx xxxx xxxx	----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----
Move Cap.: xxxx xxxx xxxx 340 301 707 1207 xxxx xxxx xxxx xxxx xxxx xxxx	----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----
Volume/Cap: xxxx xxxx xxxx 0.06 0.00 0.18 0.06 xxxx xxxx xxxx xxxx xxxx xxxx	----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----

Level Of Service Module:	----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----
2Way95thQ: xxxx xxxx xxxx xxxx xxxx xxxx 0.2 xxxx xxxx xxxx xxxx xxxx xxxx	----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----
Control Del:xxxxxx xxxx xxxx xxxx xxxx xxxx 8.2 xxxx xxxx xxxx xxxx xxxx xxxx	----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----
LOS by Move: * * * * * * A * * * * * *	----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----
Movement: LT - LTR - RT	----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----
Shared Cap.: xxxx xxxx xxxx 616 xxxx xxxx xxxx xxxx xxxx xxxx xxxx	----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----
SharedQueue:xxxxxx xxxx xxxx xxxx 0.9 xxxx 0.2 xxxx xxxx xxxx xxxx xxxx	----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----
Shrd ConDel:xxxxxx xxxx xxxx xxxx 12.7 xxxx 8.2 xxxx xxxx xxxx xxxx xxxx	----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----
Shared LOS: * * * * B * A * * * * * *	----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----
ApproachDel: xxxxxxxx 12.7 xxxxxxxx xxxxxxxx	----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----
ApproachLOS: * B * * *	----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----

Note: Queue reported is the number of cars per lane.

## Peak Hour Delay Signal Warrant Report

\*\*\*\*\*

Intersection #11 New Street / Villa St

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	0 0 0 0 0	0 0 1! 0 0	0 1 0 0 0	0 0 0 1 0
Initial Vol:	0 0 0	20 0 127	71 318 0	0 0 318 45
ApproachDel:	xxxxxx	12.7	xxxxxx	xxxxxx

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.5]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=147]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=899]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

#### SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

#### Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
Intersection #11 New Street / Villa St  
\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	0 0 0 0 0	0 0 1! 0 0	0 1 0 0 0	0 0 0 1 0
Initial Vol:	0 0 0	20 0 127	71 318 0	0 0 318 45

Major Street Volume: 752  
Minor Approach Volume: 147  
Minor Approach Volume Threshold: 295

#### SIGNAL WARRANT DISCLAIMER

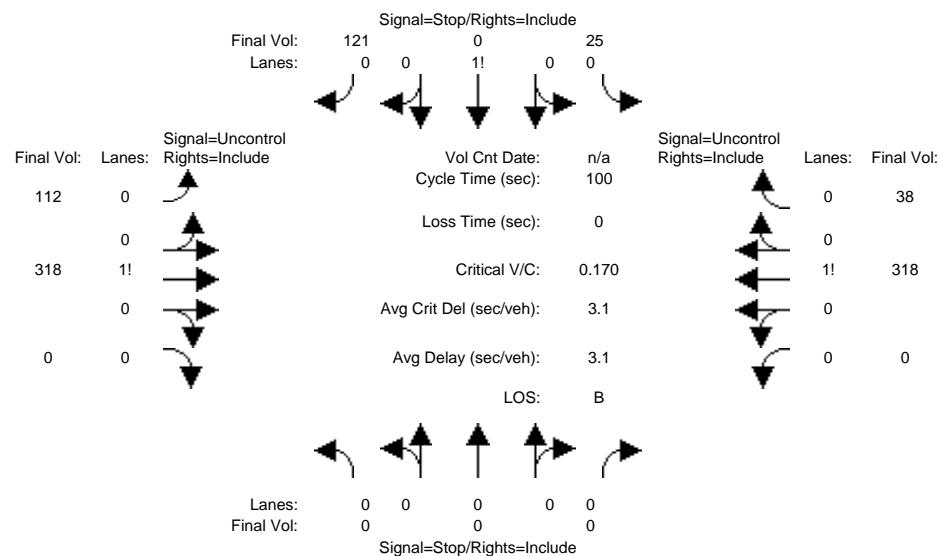
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

475 W. Evelyn Redevelopment  
---Mountain View---  
-California-

Level of Service Computation Report  
2000 HCM Unsignalized (Future Volume Alternative)  
2012 Cumulative + Project PM

## Intersection #11: New Street / Villa St



Street Name:	New Street				Villa Street										
Approach:	North Bound		South Bound		East Bound		West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----															

## Volume Module:

Base Vol:	0	0	0	25	0	121	112	318	0	0	318	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	25	0	121	112	318	0	0	318	38
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	25	0	121	112	318	0	0	318	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	25	0	121	112	318	0	0	318	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	25	0	121	112	318	0	0	318	38

Critical Gap Module:	----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----
Critical Gp:xxxxxx xxxx xxxx 6.4 6.5 6.2 4.1 xxxx xxxx xxxx xxxx xxxx	----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----
FollowUpTim:xxxxxx xxxx xxxx 3.5 4.0 3.3 2.2 xxxx xxxx xxxx xxxx xxxx	----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----

Capacity Module:	----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----
Cnflict Vol: xxxx xxxx xxxx 879 879 337 356 xxxx xxxx xxxx xxxx xxxx	----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----
Potent Cap.: xxxx xxxx xxxx 321 288 710 1214 xxxx xxxx xxxx xxxx xxxx	----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----
Move Cap.: xxxx xxxx xxxx 296 260 710 1214 xxxx xxxx xxxx xxxx xxxx	----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----
Volume/Cap: xxxx xxxx xxxx 0.08 0.00 0.17 0.09 xxxx xxxx xxxx xxxx xxxx	----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----

Level Of Service Module:	----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----
2Way95thQ: xxxx xxxx xxxx xxxx xxxx 0.3 xxxx xxxx xxxx xxxx xxxx	----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----
Control Del:xxxxxx xxxx xxxx xxxx xxxx 8.3 xxxx xxxx xxxx xxxx xxxx	----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----
LOS by Move: * * * * * * A * * * * * *	----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----
Movement: LT - LTR - RT	----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----
Shared Cap.: xxxx xxxx xxxx 573 xxxx xxxx xxxx xxxx xxxx	----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----
SharedQueue:xxxxxx xxxx xxxx xxxx 1.0 xxxx 0.3 xxxx xxxx xxxx xxxx	----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----
Shrd ConDel:xxxxxx xxxx xxxx xxxx 13.4 xxxx 8.3 xxxx xxxx xxxx xxxx	----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----
Shared LOS: * * * * B * A * * * * * *	----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----
ApproachDel: xxxxxxxx 13.4 xxxxxxxx xxxxxxxx	----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----
ApproachLOS: * B * * *	----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----

Note: Queue reported is the number of cars per lane.

## Peak Hour Delay Signal Warrant Report

\*\*\*\*\*

Intersection #11 New Street / Villa St

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	0 0 0 0 0	0 0 1! 0 0	0 1 0 0 0	0 0 0 1 0
Initial Vol:	0 0 0 25 0	121 112 318 0	0 0 318 38	
ApproachDel:	xxxxxx	13.4	xxxxxx	xxxxxx

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.5]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=146]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=932]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

#### SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

#### Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
Intersection #11 New Street / Villa St  
\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	0 0 0 0 0	0 0 1! 0 0	0 1 0 0 0	0 0 0 1 0
Initial Vol:	0 0 0 25 0	121 112 318 0	0 0 318 38	

Major Street Volume: 786  
Minor Approach Volume: 146  
Minor Approach Volume Threshold: 284

#### SIGNAL WARRANT DISCLAIMER

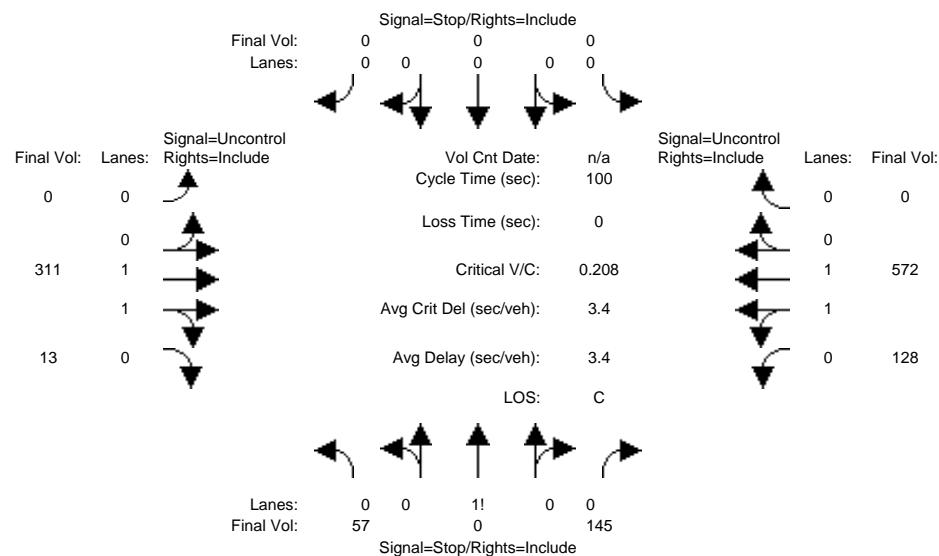
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

475 W. Evelyn Redevelopment  
---Mountain View---  
-California-

Level of Service Computation Report  
2000 HCM Unsignalized (Future Volume Alternative)  
2012 Cumulative + Project AM

## Intersection #12: New Street / Evelyn Ave



Street Name:	New Street	Evelyn Avenue		
Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R

---

## Volume Module:

Base Vol:	57	0	145	0	0	0	0	311	13	128	572	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	0	145	0	0	0	0	311	13	128	572	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	0	145	0	0	0	0	311	13	128	572	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	0	145	0	0	0	0	311	13	128	572	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	57	0	145	0	0	0	0	311	13	128	572	0

---

## Critical Gap Module:

Critical Gp:	6.8	6.5	6.9	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	4.1	xxxx	xxxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	2.2	xxxx	xxxxxx

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## Capacity Module:

Cnflict Vol:	860	1146	162	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	324	xxxx	xxxxxx
Potent Cap.:	299	201	861	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	1247	xxxx	xxxxxx
Move Cap.:	274	179	861	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	1247	xxxx	xxxxxx
Volume/Cap:	0.21	0.00	0.17	xxxx	xxxx	xxxx	xxxx	xxxx	xxxxxx	0.10	xxxx	xxxxxx

---

## Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	0.3	xxxx	xxxxxx
Control Del:	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	8.2	xxxx	xxxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT											
Shared Cap.:	xxxx	536	xxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	1.7	xxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxx	xxxxxx	0.3	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	15.7	xxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxx	xxxxxx	8.2	xxxx	xxxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	A	*	*
ApproachDel:	15.7		xxxxxx		xxxxxx		xxxxxx		xxxxxx			
ApproachLOS:	C		*		*		*		*		*	

---

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

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Intersection #12 New Street / Evelyn Ave

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	0 0 1! 0 0	0 0 0 0 0	0 0 1 1 0	0 1 1 0 0
Initial Vol:	57 0 145	0 0 0	0 311 13	128 572 0
ApproachDel:	15.7	xxxxxx	xxxxxx	xxxxxx

Approach[northbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.9]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=202]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1226]

SUCCEED - Total volume greater than or equal to 650 for intersection  
with less than four approaches.

#### SIGNAL WARRANT DISCLAIMER

This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
Intersection #12 New Street / Evelyn Ave  
\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	0 0 1! 0 0	0 0 0 0 0	0 0 1 1 0	0 1 1 0 0
Initial Vol:	57 0 145	0 0 0	0 311 13	128 572 0

Major Street Volume: 1024

Minor Approach Volume: 202

Minor Approach Volume Threshold: 277

#### SIGNAL WARRANT DISCLAIMER

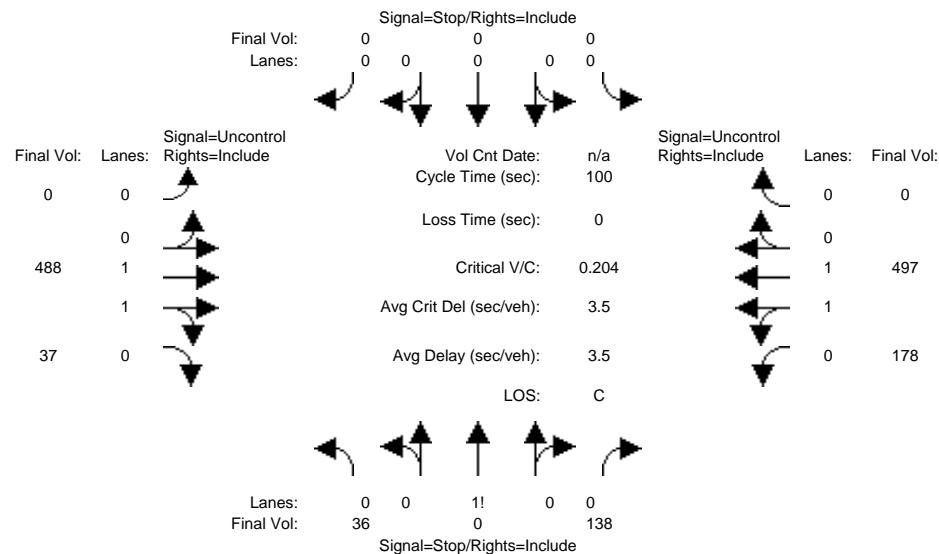
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475 W. Evelyn Redevelopment  
---Mountain View---  
-California-

Level of Service Computation Report  
2000 HCM Unsignalized (Future Volume Alternative)  
2012 Cumulative + Project PM

## Intersection #12: New Street / Evelyn Ave



Street Name:	New Street				Evelyn Avenue										
Approach:	North Bound		South Bound		East Bound		West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----															

## Volume Module:

Base Vol:	36	0	138	0	0	0	0	488	37	178	497	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	0	138	0	0	0	0	488	37	178	497	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	0	138	0	0	0	0	488	37	178	497	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	0	138	0	0	0	0	488	37	178	497	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	36	0	138	0	0	0	0	488	37	178	497	0

Critical Gap Module:	----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----											
Critical Gp:	6.8	6.5	6.9	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	4.1	xxxx	xxxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	2.2	xxxx	xxxxxx

Capacity Module:	----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----											
Cnflict Vol:	1111	1360	263	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	525	xxxx	xxxxxx
Potent Cap.:	206	150	742	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	1052	xxxx	xxxxxx
Move Cap.:	177	122	742	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	1052	xxxx	xxxxxx
Volume/Cap:	0.20	0.00	0.19	xxxx	xxxx	xxxx	xxxx	xxxx	xxxxxx	0.17	xxxx	xxxxxx

Level Of Service Module:	----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----														
2Way95thQ:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	0.6	xxxx	xxxxxx			
Control Del:	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	9.1	xxxx	xxxxxx			
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	446	xxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx			
SharedQueue:	xxxxxx	1.8	xxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxx	xxxxxx	0.6	xxxx	xxxxxx			
Shrd ConDel:	xxxxxx	18.1	xxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxx	xxxxxx	9.1	xxxx	xxxxxx			
Shared LOS:	*	C	*	*	*	*	*	*	*	A	*	*			
ApproachDel:	18.1		xxxxxx			xxxxxx			xxxxxx						
ApproachLOS:	C		*			*			*			*			

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*

Intersection #12 New Street / Evelyn Ave

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	0 0 1! 0 0	0 0 0 0 0	0 0 1 1 0	0 1 1 0 0
Initial Vol:	36 0 138	0 0 0	0 488 37	178 497 0
ApproachDel:	18.1	xxxxxx	xxxxxx	xxxxxx

Approach[northbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.9]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=174]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1374]

SUCCEED - Total volume greater than or equal to 650 for intersection  
with less than four approaches.

#### SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
Intersection #12 New Street / Evelyn Ave  
\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	0 0 1! 0 0	0 0 0 0 0	0 0 1 1 0	0 1 1 0 0
Initial Vol:	36 0 138	0 0 0	0 488 37	178 497 0

Major Street Volume: 1200

Minor Approach Volume: 174

Minor Approach Volume Threshold: 222

#### SIGNAL WARRANT DISCLAIMER

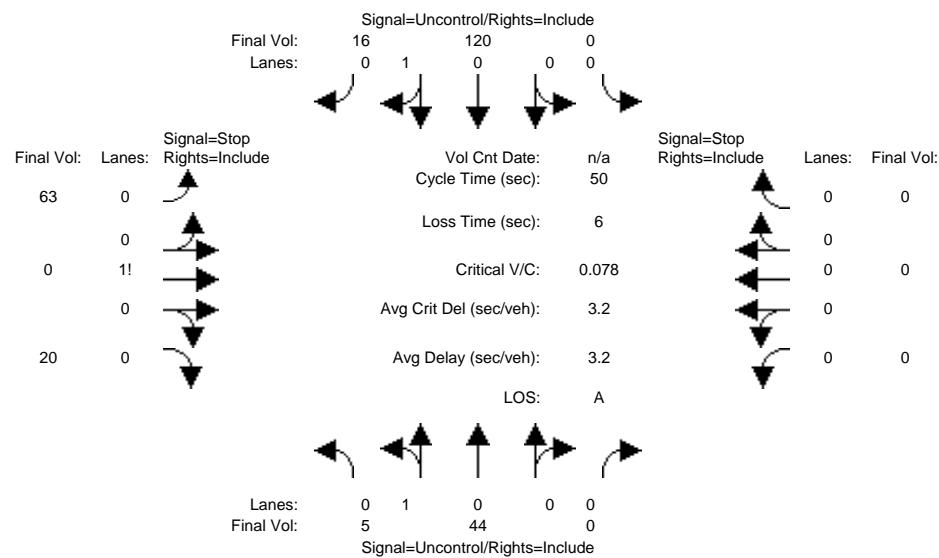
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475 W. Evelyn Redevelopment  
---Mountain View---  
-California-

Level of Service Computation Report  
2000 HCM Unsignalized (Future Volume Alternative)  
2012 Cumulative + Project AM

## Intersection #13: New Street / Garage Entrance



Street Name:	New Street	Garage Entrance		
Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R

---

## Volume Module:

Base Vol:	5	44	0	0	120	16	63	0	20	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	44	0	0	120	16	63	0	20	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	44	0	0	120	16	63	0	20	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	44	0	0	120	16	63	0	20	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	5	44	0	0	120	16	63	0	20	0	0	0

---

## Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx

---

## Capacity Module:

Cnflct Vol:	136	xxxx	xxxxx	xxxx	xxxx	xxxxx	182	182	128	xxxx	xxxx	xxxxx
Potent Cap.:	1461	xxxx	xxxxx	xxxx	xxxx	xxxxx	812	716	927	xxxx	xxxx	xxxxx
Move Cap.:	1461	xxxx	xxxxx	xxxx	xxxx	xxxxx	810	713	927	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.08	0.00	0.02	xxxx	xxxx	xxxxx

---

## Level Of Service Module:

2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxxx
Control Del:	7.5	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT											
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxxx	xxxx	835	xxxxx	xxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxx	xxxxx	xxxx	0.3	xxxxx	xxxx	xxxx	xxxx	xxxxx
Shrd ConDel:	7.5	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	9.8	xxxxx	xxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	A	*	*	*	*	*
ApproachDel:	xxxxxx		xxxxxx				9.8		xxxxxx			
ApproachLOS:	*		*				A		*			

Note: Queue reported is the number of cars per lane.

## Peak Hour Delay Signal Warrant Report

\*\*\*\*\*

Intersection #13 New Street / Garage Entrance

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 1 0 0 0	0 0 0 1 0	0 0 1! 0 0	0 0 0 0 0
Initial Vol:	5 44 0	0 120 16	63 0 20	0 0 0 0
ApproachDel:	xxxxxx	xxxxxx	9.8	xxxxxx

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.2]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=83]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=268]

FAIL - Total volume less than 650 for intersection  
with less than four approaches.

#### SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
Intersection #13 New Street / Garage Entrance  
\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 1 0 0 0	0 0 0 1 0	0 0 1! 0 0	0 0 0 0 0
Initial Vol:	5 44 0	0 120 16	63 0 20	0 0 0 0

Major Street Volume: 185  
Minor Approach Volume: 83  
Minor Approach Volume Threshold: 669

#### SIGNAL WARRANT DISCLAIMER

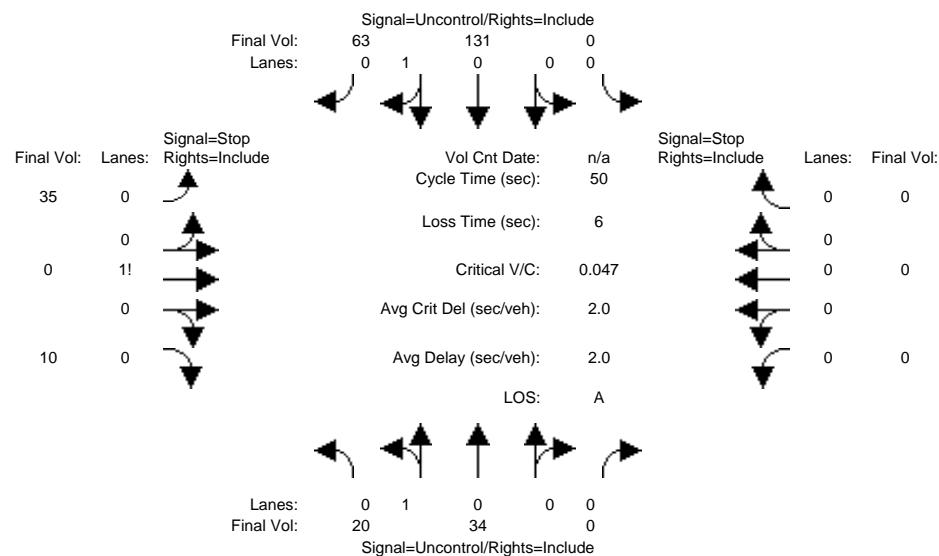
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475 W. Evelyn Redevelopment  
---Mountain View---  
-California-

Level of Service Computation Report  
2000 HCM Unsignalized (Future Volume Alternative)  
2012 Cumulative + Project PM

## Intersection #13: New Street / Garage Entrance



Street Name:	New Street				Garage Entrance			
Approach:	North Bound		South Bound		East Bound		West Bound	
Movement:	L - T - R	-	L - T - R	-	L - T - R	-	L - T - R	-

---

## Volume Module:

Base Vol:	20	34	0	0	131	63	35	0	10	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	34	0	0	131	63	35	0	10	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	34	0	0	131	63	35	0	10	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	34	0	0	131	63	35	0	10	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	20	34	0	0	131	63	35	0	10	0	0	0

---

## Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx

---

## Capacity Module:

Cnflict Vol:	194	xxxx	xxxxx	xxxx	xxxx	xxxxx	237	237	163	xxxx	xxxx	xxxxx
Potent Cap.:	1391	xxxx	xxxxx	xxxx	xxxx	xxxxx	756	668	888	xxxx	xxxx	xxxxx
Move Cap.:	1391	xxxx	xxxxx	xxxx	xxxx	xxxxx	748	658	888	xxxx	xxxx	xxxxx
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	0.00	0.01	xxxx	xxxx	xxxxx

---

## Level Of Service Module:

2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxxx
Control Del:	7.6	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT											
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxxx	xxxx	775	xxxxx	xxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0.2	xxxxx	xxxx	xxxx	xxxxx
Shrd ConDel:	7.6	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	9.9	xxxxx	xxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	A	*	*	*	*	*
ApproachDel:	xxxxxx		xxxxxx				9.9		xxxxxx			
ApproachLOS:	*		*				A		*			

Note: Queue reported is the number of cars per lane.

## Peak Hour Delay Signal Warrant Report

\*\*\*\*\*

Intersection #13 New Street / Garage Entrance

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 1 0 0 0	0 0 0 1 0	0 0 1! 0 0	0 0 0 0 0
Initial Vol:	20 34 0	0 131 63	35 0 10	0 0 0 0
ApproachDel:	xxxxxx	xxxxxx	9.9	xxxxxx

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=45]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=293]

FAIL - Total volume less than 650 for intersection  
with less than four approaches.

#### SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
Intersection #13 New Street / Garage Entrance  
\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 1 0 0 0	0 0 0 1 0	0 0 1! 0 0	0 0 0 0 0
Initial Vol:	20 34 0	0 131 63	35 0 10	0 0 0 0

Major Street Volume: 248  
Minor Approach Volume: 45  
Minor Approach Volume Threshold: 591

#### SIGNAL WARRANT DISCLAIMER

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**Appendix D**  
**– Parking Survey Details**



**Location: 2**

Villa Street : South  
between Calderon and Hope  
2 - 4 HR Limited  
Wednesday, July 29, 2009  
Sunny  
Ha Dao & Nichole Seow

Surveyor		Ha Dao & Nichole Seow																		TOTAL HRS / VEHICLE
#	License Plate	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12 noon	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM			
1	7B64307	X	X	X															3	
2	5WDX747	X	X	X															3	
3	5HJA289	X	X	X	X	X													9	
4	3KMX023	X	X	X	X														6	
5	6AGV721	X	X	X															3	
6	2PKP855	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X		16	
7	3LND418	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X		16	
8	4EDT402	X																	1	
9	3PWU598	X	X	X	X	X										X	X	X	9	
10	4HRM485	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X		15	
11	5GNX630	X														X	X	X	5	
12	5KMD047	X	X	X															3	
13	4BVM013	X	X	X	X	X	X	X	X	X	X	X	X	X					12	
14	08542X			X	X	X	X	X	X	X	X	X	X						9	
15	6GKE341			X	X	X	X	X	X										6	
16	*LUG527			X	X	X	X	X	X	X	X	X	X	X					11	
17	3NZT072			X	X	X	X	X	X	X	X	X	X	X					11	
18	3KFS764			X	X	X	X	X	X	X	X	X	X	X	X	X	X		14	
19	2TES841			X	X														2	
20	5RKS878				X														1	
21	5PNH255				X														1	
22	6DRT919					X													1	
23	5CMM435						X												1	
24	4POV913							X											1	
25	5DOP874								X										1	
26	6H62463								X	X	X	X	X						5	
27	2GNH338								X	X	X	X	X						5	
28	6GGA635								X	X	X	X							4	
29	5MGL451									X									1	
30	6BQL405									X									1	
31	3GNH754									X	X	X	X	X					6	
32	3UAW442									X									1	
33	5LEL760									X	X	X	X	X					6	
34	15739									X	X	X				X	X	X	8	
35	BMN									X	X	X	X						4	
36	4DOV520									X									1	
37	7F66069									X									1	
38	5KPT615									X	X	X	X	X					6	
39	2751189									X	X	X	X	X	X				7	
40	5DKD152									X	X	X	X	X	X				6	
41	6GCZ988									X									1	
42	4MCY671									X									1	
43	5XON450									X									1	
44	8N16135									X	X	X	X	X	X				6	
45	6ACN532									X									1	
46	4DDJ520									X									1	
47	6ABP625									X	X	X	X	X					5	
48	5HWM776									X	X								2	
49	5RZL672									X	X	X	X	X					5	
50	5PCE459									X	X	X	X	X					5	
51	6GDD003									X									1	
52	5J37206										X								1	
53	MMM3383										X								1	
54	4RVG861										X								1	
55	4VAD373										X								1	
56	6HOL595										X								1	
57	4JLR052										X								0	
58	5DEB432										X								1	
59	5KFK178											X							1	
60	17Z4976												X						1	
61	5JOW812												X						1	
62	6GRB405												X						1	
63	4WYW111												X						1	
64	5EEL831												X						1	
65	4SXD902												X	X					2	
66	4EVE553												X						1	
67	6GSU883												X	X	X	X	X		6	
68	CNN723												X						1	
69	3SAE475												X	X	X	X			4	
70	3EOE956												X						1	
71	4XNJ820												X						1	
72	4RYG828												X						1	
73	6FAA192												X	X	X	X	X		6	
74	6DKJ263												X						1	
75	5KNG851												X						1	
76	5PC935												X						1	
77	3RQW971												X						1	
78	BTCG401												X						1	
79	6ADN618													X					1	
80	4DEC417													X					1	
81	4HDD306													X					1	
82	6BBS282												X						1	
83	NAA CH												X						1	
84	5E62977													X	X	X			3	
85	4WEN933												X	X	X	X	X		4	
86	6EDB144												X	X	X	X	X		4	
87	5MNR725												X						1	
88	3TGE894												X	X	X	X	X		4	
89	2NCG204												X	X	X	X	X		4	
90	17GF50													X	X	X			2	
91	5WHK333												X	X	X				2	
92	4AKL056												X						1	
93	5WAS331												X						1	
94	5SAA528												X						1	
95	5MDE270												X						1	
96	7K70119												X						1	

capacity 43  
Occupancy (%) 27.9 25.6 39.5 34.9 41.9 55.8 69.8 72.1 48.8 58.1 58.1 37.2 58.1 72.1 62.8 60.5

total 119

≥ 5hrs  
≥ 8hrs

27  
11  
12

Location: 3

Houghton : East  
between Villa and Dana  
No  
Wednesday, July 29, 2009  
Sunny  
Ha Dao & Nichole Seow

#	License Plate	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12 noon	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	TOTAL HRS / VEHICLE
1	4NFV397	X	X	X											X	X	X	7
2	6HLL206	X	X	X	X													4
3	4MEZ563	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X		16
4	6EPK186*	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X		16
5	5KMG793		X	X	X	X	X	X	X	X	X	X	X	X	X			13
6	6F03602					X	X											2
7	5ZSR699															X		1
OCCUPANCY		4	5	5	4	4	4	3	3	3	3	3	3	3	4	4	3	4

Occupancy (%) 100.0 125 125 100 100 100 75 75 75 75 75 75 75 75 100 100 75 100

\*car parked at red zone

Total 7

≥ 5hrs

≥ 8hrs

whole day

4

3

3

Location: 4

Houghton : West  
between Villa and Dana  
No  
Wednesday, July 29, 2009  
Sunny  
Ha Dao & Nichole Seow

Space	License Plate	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12 noon	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	TOTAL HRS / VEHICLE
1	3MUS814	X	X	X	X	X	X	X	X									8
2	3NVS691	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X		16
3	5XIE565	X	X	X				X	X	X								6
4	5HSO581							X	X	X								3
5	3THU249										X	X	X					3
6	6HLL206													X	X	X	X	4
OCCUPANCY		3	3	3	2	2	4	4	4	2	2	2	2	1	2	2	2	

Occupancy (%) 100.0 100 100 66.7 66.7 133.3 133.3 133.3 66.7 66.7 66.7 33.3 66.7 66.7 66.7 66.7 66.7

Total 6

≥ 5hrs

≥ 8hrs

whole day

3

2

1

Location: 5

Palmita : West

Restriction:

No

Date

Wednesday, July 29, 2009

Weather

Sunny

Surveyor

Ha Dao & Nichole Seow

#	License Plate	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12 noon	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	TOTAL HRS / VEHICLE
1																		0
2																		0
3																		0
4																		0
5																		0
6																		0
7																		0
8																		0
<b>OCCUPANCY</b>		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	No

Occupancy (%) 2  
0.0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

Total 0

≥ 5hrs

0

≥ 8hrs

0

whole day

0

Location: 6  
 Restriction:  
 Date  
 Weather  
 Surveyor

Bush : East  
 between Villa and Dana  
 5-Hour Limited  
 Wednesday, July 29, 2009  
 Sunny  
 Ha Dao & Nichole Seow

#	License Plate	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12 noon	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	TOTAL HRS / VEHICLE
1	5EUE856	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X		15
2	5XDE462	X	X	X	X	X	X	X										7
3	5AZG588	X	X	X	X													4
4	5P77206	X	X												X	X	X	6
5	4WDE432	X	X	X	X				X	X	X					X	X	9
6	7T73531	X													X	X	X	5
7	3XYP365	X	X	X	X	X	X	X	X	X	X							10
8	6CNY645	X	X	X	X	X	X	X	X	X	X							9
9	6FYK055	X	X	X	X	X	X	X	X	X	X			X	X	X		15
10	4MAV992				X													1
11	3B15411				X									X				2
12	7L06115					X												1
13	4SXA520							X	X	X	X	X	X					6
14	5C1F179							X	X	X	X	X	X					6
15	4MAD004							X	X	X	X	X	X					6
16	4HAP611							X	X	X	X	X						5
17	4ZAC316							X	X	X	X	X	X					6
18	5HKU609							X	X	X	X	X						5
19	3RVJ284							X	X	X	X	X						5
20	3VSX063								X	X	X	X	X	X				6
21	*NEW*									X	X							2
22	6EMC089										X							1
23	5SAL269											X	X	X	X	X		5
24	4PBAT37											X						1
25	4WQH794												X	X	X	X	X	5
26	6BBR709												X	X	X	X	X	4
27	3SZM601														X	X	X	3
28	3WSA390														X	X		2
29	5YSJ450														X	X	X	3
30	4TIM375														X	X	X	3
31	4VQV794															X		1
<b>OCCUPANCY</b>		9	8	7	9	6	11	13	13	14	12	11	5	8	12	11	10	

Occupancy (%) 69.2 61.5 53.8 69.2 46.2 84.6 100.0 100.0 107.7 92.3 84.6 38.5 61.5 92.3 84.6 76.9

Total 31

≥ 5hrs 18  
 ≥ 8hrs 5  
 whole day 5

Location: 7  
 Restriction:  
 Date  
 Weather  
 Surveyor

Bush : West  
 between Villa and Dana  
 5-Hour Limited  
 Wednesday, July 29, 2009  
 Sunny  
 Ha Dao & Nichole Seow

#	License Plate	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12 noon	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	TOTAL HRS / VEHICLE
1	5PYB736	X											X	X	X	X	X	6
2	3B15411	X	X	X									X	X	X	X	X	7
3	4GGB587	X	X	X				X	X	X	X	X	X					9
4	2N85500	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X		16
5	3WSA390	X	X	X	X													4
6	68 802A	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X		16
7	6BBR709	X																1
8	5RTW230	X	X	X	X			X	X	X	X	X	X	X	X	X		14
9	274 RZM	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X		16
10	4WQH794	X	X	X	X	X		X										6
11	4GMS029				X	X	X	X	X	X	X	X	X	X				9
12	5GRA349							X	X	X	X	X	X					6
13	4ARU838							X	X	X	X	X	X					6
14	5XPD411								X									1
15	4LLJ383								X	X	X	X	X	X				6
16	5NQU714								X	X	X	X	X					5
17	6HVS294								X	X	X							3
18	5NTB837											X	X	X	X	X		6
19	6CNY645											X	X	X	X	X		5
20	4FGR491														X	X		2
<b>OCCUPANCY</b>		10	8	8	7	5	7	8	12	11	11	11	11	9	8	9	9	

Occupancy (%) 71.4 57.1 57.1 50.0 35.7 50.0 57.1 85.7 78.6 78.6 78.6 78.6 64.3 57.1 64.3 64.3

Total 20

≥ 5hrs 15  
 ≥ 8hrs 6  
 whole day 6

Location: 8

Evelyn Avenue : South  
 between Calderon and View  
 5-Hour Limited  
 Wednesday, July 29, 2009  
 Sunny  
 Ha Dao & Nichole Seow

#	License Plate	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12 noon	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	TOTAL HRS / VEHICLE
1	5TRM454	X	X															2
2	3XEB877	X	X	X														3
3	5DCY862	X	X	X	X											X	X	8
4	48S HKT	X	X	X	X													4
5	5XOP512	X	X	X	X	X												5
6	5NFG698	X	X															2
7	2XOK178	X	X												X	X	X	7
8	5RHR743	X	X															2
9	5WYX800	X	X	X														3
10	4PDV272	X	X	X														3
11	3UVM087	X	X	X														3
12	4BTH203	X	X															2
13	4NWS889	X	X															2
14	6BCZ258	X	X															2
15	5GUA651		X	X	X	X	X	X	X	X	X	X	X	X	X			13
16	6C97293		X	X	X	X	X	X	X	X	X	X	X	X				11
17	5P10584		X	X	X	X	X	X	X	X	X	X	X	X				12
18	5SGV738		X	X	X	X	X	X	X	X	X	X	X	X	X			12
19	5AMG531		X	X	X	X	X	X	X	X	X	X	X	X	X			11
20	4UIC031		X	X	X	X	X	X	X	X	X	X	X	X	X			11
21	4YRR447		X	X	X	X	X	X	X	X	X	X	X	X	X			11
22	6BHC353		X	X	X	X	X	X	X	X	X	X	X	X	X			11
23	3UXV292		X	X	X	X	X	X	X	X	X	X	X					9
24	5CHG625		X	X	X	X	X	X	X	X	X	X	X	X	X			12
25	5RRC215		X	X	X	X	X	X	X	X	X	X	X	X				10
26	5SHJ566		X	X	X	X	X	X	X	X	X	X	X	X				11
27	4WAY967		X	X	X	X	X	X	X	X	X	X	X	X				10
28	5VDH172		X	X	X	X	X	X	X	X	X	X	X	X	X			12
29	6GTS482			X	X	X	X	X		X	X	X	X	X	X			10
30	7P27318				X	X	X	X	X	X	X	X						8
31	1CKX650				X	X	X	X	X	X	X							7
32	4SSV863				X	X	X	X	X	X	X	X	X	X	X			10
33	5GFR254				X	X	X	X										5
34	4NGD591					X	X	X	X	X	X	X	X	X	X			10
35	5LEL175					X	X	X	X	X	X	X						7
36	5NBT499					X	X	X	X	X	X	X						6
37	3KJE706					X	X	X	X									4
38	5RCG532					X	X	X										3
39	9978L					X	X	X	X	X	X	X						7
40	6GKD120					X	X	X	X	X	X	X						7
41	5NAK914					X	X	X	X									4
42	5JDJ862					X	X	X										3
43	5THK239					X	X	X										3
44	6HPW544					X	X	X	X	X	X	X						6
45	5TLB271						X	X	X	X	X	X	X	X	X	X		11
46	4NKV388								X	X	X							3
47	5CVM290												X	X	X	X	X	6
48	6ECM498												X					1
49	5JJA515												X	X	X	X	X	5
50	4KML195												X	X	X	X	X	5
51	6AAD387												X					1
52	780 APA												X	X	X	X	X	5
53	5CDF942												X	X	X	X	X	4
54	3XYF678												X	X	X	X	X	4
55	2XHN477												X	X	X	X	X	4
56	3P37286													X	X	X	X	3
57	6FNJ231													X	X	X		3
58	LP n/a															X		1
59	8P13583															X	X	2
60	4DKE426															X	X	2
<b>OCCUPANCY</b>		14	17	22	22	31	31	31	28	26	26	26	23	24	23	17	15	14

Occupancy (%) 48.3 58.6 75.9 75.9 106.9 106.9 106.9 96.6 89.7 89.7 79.3 82.8 79.3 58.6 51.7 48.3

total 60

≥ 5hrs  
 ≥ 8hrs  
 whole day

33  
 20  
 18

#	License Plate	Time Periods																		TOTAL HRS / VEHICLE
		6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12 noon	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM			
1	3EHE058	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	16	
2	5VHK832	X	X	X	X														4	
3	5FAY304	X	X	X	X	X	X	X	X	X	X	X	X						12	
4	3TCW967	X	X	X	X	X	X	X	X	X	X	X	X			X	X	X	15	
5	5KLX380	X	X	X															3	
6	3WTU864	X	X	X	X	X	X	X											7	
7	5KFX217	X	X	X	X	X			X	X	X	X		X	X	X	X		13	
8	VSA 7																		1	
9	4APP852	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X		16	
10	6GHX553	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X		16	
11	7B44315	X	X	X	X														4	
12	2UDT768			X	X														2	
13	4EOM556			X	X	X	X	X	X	X	X	X	X	X	X				11	
14	4VXJ612			X	X	X	X	X	X	X	X	X	X	X	X	X			12	
15	5XONG687			X	X	X	X	X	X	X	X	X	X	X	X	X			12	
16	5XNY641				X	X													2	
17	5LQC934					X													1	
18	4JSL405						X												2	
19	4LDL627							X											1	
20	5UVU214							X	X	X	X	X	X	X					7	
21	6CAR037								X	X	X	X	X	X					6	
22	6DQB441								X	X	X	X	X	X					6	
23	6HXL033								X	X	X								3	
24	5ZVR527									X	X	X	X						4	
25	5VKZ081												X	X	X	X	X		6	
26	4NLJ761												X	X	X	X	X		5	
27	6FCT763												X						1	
28	VISTA 88															X	X		2	
29	4ZKR000														X	X	X		3	
30	4RUL104														X	X			3	
31	4FYJ945														X				1	
32	6BTX478														X	X			3	
33	6BFE198														X				1	
34	2AME698															X	X		2	
35	3T46343															X	X		2	
36	5JTT424																X		1	
<b>OCCUPANCY</b>		11	10	14	14	15	13	13	14	13	13	14	11	9	15	14	13			

39  
Occupancy (%) 28.2 25.64103 35.89744 35.89744 38.46154 33.33333 33.33333 35.89744 33.33333 33.33333 35.89744 28.20513 23.07692 38.46154 35.89744 33.33333

Total 36

≥ 5hrs 15  
≥ 8hrs 9  
whole day 9

#	License Plate	Time Periods																		TOTAL HRS / VEHICLE
		6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12 noon	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM			
1	6G69498	X	X	X	X	X									X	X	X		8	
2	3FKF289	X	X	X	X	X									X	X	X		7	
3	2UDT768	X													X	X	X	X	5	
4	SUPPR 17	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X		16	
5	5UCD956	X	X																	2
6	3RUX401	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X		16	
7	4NLJ761	X	X	X																3
8	6FMS714	X	X																	4
9	5KID581	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X		16	
10	5GXY384	X	X	X	X	X	X	X	X	X	X	X	X						11	
11	6ABY680	X	X												X	X	X	X		7
12	6GU509	X	X	X											X	X	X	X		7
13	5GSF023	X	X	X	X	X									X		X	X		10
14	6CLR407	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X			14	
15	3FIW737	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X		16	
16	6AHL297	X	X	X																3
17	6DUK294	X	X	X	X															4
18	5MMD374	X	X	X	X											X	X	X		9
19	5VOY225	X	X	X			</td													

Location: 11

Calderon : East  
between Villa and Evelyn  
5-Hour Limited  
Wednesday, July 29, 2009  
Sunny  
Ha Dao & Nichole Seow

#	License Plate	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12 noon	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	TOTAL HRS / VEHICLE
1	2DZV801	X																1
2	5WMA219	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	16
3	4VHZ624	X	X	X	X	X	X	X	X	X	X	X	X	X				13
4	5TTV799	X	X	X	X	X	X	X	X	X	X	X	X					11
5	5CJJ393	X	X	X	X	X	X	X	X	X	X	X						10
6	3KXC123		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	15
7	3XIC838			X	X	X	X	X	X	X	X	X						8
8	3WUX251				X	X	X	X	X	X	X	X	X	X	X	X	X	14
9	4MTK655											X						1
10	2VMT334											X	X	X				3
11	5VAL303													X	X			3
12	3UDM146													X				1
13	4VYK536															X		1
<b>OCCUPANCY</b>		5	5	7	7	7	7	7	7	7	7	7	5	6	5	4	4	

Occupancy (%)	71.4	71.4	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	71.4	85.7	71.4	57.1	57.1	
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total 13

≥ 5hrs	7	7
≥ 8hrs	7	6
whole day		

Location: 12

Calderon : West  
between Villa and Evelyn  
5-Hour Limited  
Wednesday, July 29, 2009  
Sunny  
Ha Dao & Nichole Seow

#	License Plate	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12 noon	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	TOTAL HRS / VEHICLE	
1	4VGT175	X	X	X	X	X	X											7	
2	6GDE732	X	X															2	
3	2NCG204		X	X														2	
4	4BJZ814		X	X	X	X	X	X	X	X	X	X	X	X				11	
5	4FYL188		X	X	X	X	X	X	X	X	X	X	X	X	X			12	
6	5RRG106		X	X	X	X						X	X					6	
7	5WBV681			X	X	X	X	X	X	X								6	
8	2VMT334				X	X												2	
9	4DYK774						X	X	X	X	X	X						6	
10	2XJN874							X	X	X	X	X	X	X	X	X	X	11	
11	3LCV865							X	X	X	X	X	X					6	
12	5XIF408							X	X	X	X	X	X	X	X	X	X	11	
13	5WYW579								X	X	X	X	X					5	
14	4EOV595									X	X	X	X	X	X	X	X	9	
15	5JAK663													X				1	
16	155PPP														X			1	
17	8S90177															X		1	
<b>OCCUPANCY</b>		2	2	5	7	6	9	9	9	9	8	9	9	6	6	5	3	4	

Occupancy (%)	22.2	22.2	55.6	77.8	66.7	100.0	100.0	100.0	100.0	100.0	88.9	100.0	66.7	66.7	55.6	33.3	44.4	
---------------	------	------	------	------	------	-------	-------	-------	-------	-------	------	-------	------	------	------	------	------	--

total 17

≥ 5hrs	11	5
≥ 8hrs	5	
whole day		

Location: 1

Villa Street : North  
 between Calderon and Hope  
 2 - 4 HR Limited  
 Saturday, August 01, 2009  
 Sunny  
 Ha Dao, Nichole Seow & Dennis Belloumini  
 Surveyor

#	License Plate	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12 noon	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	TOTAL HRS / VEHICLE
1	5WAT235	X	X	X														3
2	5GNX630	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X		14
3	5U73210	X																7
4	4EDT402	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X		16
5	5RHR743	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X		15
6	5WXX251	X	X	X	X	X	X	X	X			X	X	X	X	X		14
7	2FWH813	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X		16
8	2TES841			X	X	X	X	X	X	X	X	X						9
9	3BIH297			X	X	X	X	X	X	X	X							8
10	5WOB428				X	X	X	X	X									6
11	4WQJ083					X												1
12	3XRA731				X	X	X	X	X	X	X	X	X	X	X	X		13
13	4WGY846					X												1
14	6DUK516						X	X										2
15	5YCF578						X											1
16	JST4LJW						X											1
17	4NXN219							X										1
18	5PBF022							X										1
19	6FNG784							X										1
20	4TSK210							X	X	X	X	X	X					6
21	4LTH048								X									1
22	5LNJ869								X									1
23	5PVK393								X									1
24	5LBH480								X									1
25	5TFV305								X	X	X							3
26	5XNH393								X									1
27	4PDX540									X								1
28	5DUX334									X								1
29	2GKG142									X								1
30	6BLA745									X	X							2
31	4PBA446										X	X						2
32	GALLOP4										X	X						2
33	5MLN272										X	X						2
34	DRISM										X	X						2
35	4AZY667											X						1
36	5MXK334											X						1
37	5L19653											X						1
38	SVLIONS												X					1
39	JMLLC												X					1
40	5VOX067											X	X	X	X	X		5
41	us TITIA											X	X					2
42	6HZP715											X	X	X	X	X		5
43	4ZOH145											X	X	X	X	X		4
44	4ZVB872											X	X					2
45	3UXJ215												X					1
46	4VBF102												X					1
47	new												X					1
48	5RFF018												X	X	X			3
49	6ARK941												X					1
50	1PEF119												X					1
51	5MLM416												X	X				2
52	3W32257												X	X				2
53	6BKU862												X	X				2
54	6BMG236												X					1
55	6ATA401												X	X	X			3
56	5BRH768												X					1
57	5RDT592												X					1
58	6FAB896												X	X	X			3
59	5RUG378													X				1
60	4MEK103													X	X			2
61	5FMS442													X	X			2
62	7T61893													X				1
63	3MTW910													X	X			2
64	5XHM823													X				1
65	4CBM543													X				1

OCCUPANCY	37	18.9	16.2	21.6	27.0	27.0	43.2	45.9	40.5	40.5	27.0	35.1	43.2	56.8	54.1	37.8
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≥ 5hrs	13
≥ 8hrs	8
whole day	7

Total	65
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**Location: 2**

Villa Street : South  
between Calderon and Hope  
2 - 4 HR Limited  
Saturday, August 01, 2009  
Sunny  
Ha Dao, Nichole Seow & Dennis Belloumin

#	License Plate	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12 noon	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	TOTAL HRS / VEHICLE
1	5ETW209	X																1
2	4VGP027	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X		16
3	3KMX023	X	X	X	X	X	X	X	X	X								9
4	6AGV721	X	X	X	X								X	X	X	X		9
5	2PKP855	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X		16
6	3LND418	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X		16
7	3PWU598	X	X	X	X	X							X	X	X	X		11
8	6GSU883	X	X											X				3
9	6FAA192	X	X	X	X	X	X	X	X	X	X							10
10	6GKE341			X	X	X	X	X	X	X								7
11	6BNW640				X													1
12	MBUNA					X												1
13	6GGA635					X	X	X	X				X	X	X			9
14	5XUU967						X											1
15	3UCY751							X										1
16	5YXH831							X										1
17	4CFT318							X										1
18	6CRT202								X									1
19	3GSF895								X									1
20	4XAM006								X									1
21	5GQB491									X								1
22	4BKX107									X								1
23	5WQY693									X								1
24	6ALE461									X								1
25	*NEW										X							1
26	6EDF782										X							1
27	3NKE733										X							1
28	4TTD367										X							1
29	3GZZ697										X							1
30	4GNK822										X							1
31	6GAM078											X						1
32	5YFC361											X						1
33	5YDK830											X						1
34	3EOE956											X						1
35	6FZM176											X						1
36	3SAB343											X	X					2
37	5KBF110											X						1
38	5BOY316											X						1
39	6AKS711											X						1
40	4PKY190											X	X					2
41	5VDH476											X						1
42	5ZAH550											X	X					2
43	4WVZ318												X					1
44	3N48082												X					1
45	5RGS411												X					1
46	4NDT855												X					1
47	5EFS826													X	X			2
48	6DXR609													X				1
49	5ZUR122													X				1
50	6FGB807													X				1
51	6EEE278													X				1
52	6HEA078													X	X	X	X	5
53	5BBM421													X	X	X	X	4
54	8Y51982													X				1
55	5KZP904													X	X			2
56	4MVC061													X	X			2
57	5HVL658													X				1
58	4EVA242														X	X	X	4
59	6EMU976														X	X	X	4
60	3GER214														X		X	2
61	5FKB157														X			1
62	4GFJ824														X	X		2
63	N9KTR														X			1
64	5VCS039														X			1
65	4JZU379														X			1
66	GGLRSZ														X	X		2
67	4SRG172														X			1
68	6EPS456														X			1
69	2ASU948														X	X		2
70	6DXK143														X			1
71	4GUX341														X			1
72	6BFH474														X			1
73	LA BOY'D															X		1
74	5ZGU890															X	X	2
75	5XPD298															X	X	2
76	DJANGON															X	X	2
77	5PAN259															X		1
78	5XTJ394															X		1
79	4HCB201															X	X	2
80	5YZR096															X	X	2
81	6CJZ760															X		1
82	5JH 425															X		1

Occupancyv(%) 43 20.9 18.6 18.6 18.6 23.3 32.6 39.5 44.2 27.9 14.0 11.6 39.5 37.2 51.2 44.2 37.2

$\geq 5\text{hrs}$	10
$\geq 8\text{hrs}$	8
Total	18

Location: 3

Houghton : East  
between Villa and Dana  
No  
Saturday, August 01, 2009  
Sunny  
Ha Dao, Nichole Seow & Dennis Belloumini

#	License Plate	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12 noon	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	TOTAL HRS / VEHICLE
1	4WFV397	X	X	X	X	X			X	X						X	X	10
2	4MEZ563	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	16
3	6EPK186	X	X	X	X	X												5
4	5CMV022	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	16
5	5XIE565					X												1
6	5FHX982									X	X	X	X	X	X	X	X	8
7	6GDP334											X						1
8	4GEZ404								X									1
9	6GQE216								X									1
OCCUPANCY		4	4	4	4	5	3	2	4	4	4	4	3	3	3	4	4	

Occupancy(%) 100.0 100.0 100.0 100.0 125.0 75.0 50.0 100.0 100.0 100.0 100.0 100.0 75.0 75.0 100.0 100.0 100.0

≥ 5hrs 5  
≥ 8hrs 4  
whole day 3

Total 9

Location: 4

Houghton : West  
between Villa and Dana  
No  
Saturday, August 01, 2009  
Sunny  
Ha Dao, Nichole Seow & Dennis Belloumini

Spa	ce	License Plate	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12 noon	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	TOTAL HRS / VEHICLE
1		3NVS691	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	16	
2		6HLL206	X	X	X	X	X	X	X	X	X	X	X	X	X			14	
3		3MUS814						X										1	
4		5XIE565											X	X			X	X	4
5		6EBD527												X					1
OCCUPANCY		2	2	2	2	2	3	2	2	2	2	2	3	3	3	2	2	2	

Occupancy(%) 66.7 66.7 66.7 66.7 66.7 100.0 66.7 66.7 66.7 66.7 100.0 100.0 100.0 66.7 66.7 66.7 66.7 66.7

≥ 5hrs 2  
≥ 8hrs 2  
whole day 2

Total 5

**Location: 5**

**Palmita Place :      West**

### **Restriction:**

No

Date

## Weather

## **Surveyor**

Saturday, August 01, 2009

Sunny

Ha Dao

Page 2 of 2, Printed from the Learning Management System

#	License Plate	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12 noon	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	TOTAL HRS / VEHICLE
1	6U49138					X	X											2
2	5NDC356								X	X	X	X						4
	OCCUPANCY	0	0	0	0	1	1	0	1	1	1	1	0	0	0	0	0	

Occupancy(%)

2  
0      0      0      0      50      50      0      50      50      50      50      0      0      0      0      0

$\geq$  5hrs  
 $\geq$  8hrs  
whole day

Total

Location: 6

Bush : East  
 between Villa and Dana  
 5-Hour Limited  
 Saturday, August 01, 2009  
 Date  
 Weather  
 Sunny  
 Surveyor Ha Dao, Nichole Seow & Dennis Belloumini

#	License Plate	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12 noon	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	TOTAL HRS / VEHICLE
1	5PYB736	X	X	X	X	X	X											6
2	5AZG588	X	X	X														3
3	4KQS236	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X		16
4	7T73531	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X		16
5	3B15411	X	X															2
6	4WDE432	X	X	X	X			X								X	X	7
7	274 RZM	X	X	X	X	X	X	X	X	X	X							10
8	5NTB837	X	X															2
9	6FYK055	X	X	X	X													4
10	6W52520	X	X	X	X			X	X	X	X	X	X	X	X	X		13
11	6JCF293				X	X	X	X	X	X	X	X	X	X	X	X		13
12	4LLJ383						X	X	X	X	X	X	X	X				8
13	3UED613						X	X	X	X	X	X	X	X	X	X		10
14	6ECZ397						X											1
15	4NGF391							X	X	X	X							4
16	575 BOM							X			X	X	X	X	X	X		7
17	6FXF344								X	X	X	X	X	X	X	X		8
18	4D72862								X	X	X							3
19	5P77206								X	X	X	X	X	X	X	X		8
20	5PTK647									X	X	X	X					3
21	5XDE462										X	X	X	X				4
22	4DTL414											X	X	X	X			4
23	4PZL116												X	X	X			3
24	6JHH556													X	X			2
<b>OCCUPANCY</b>		<b>10</b>	<b>10</b>	<b>8</b>	<b>8</b>	<b>5</b>	<b>6</b>	<b>8</b>	<b>9</b>	<b>11</b>	<b>11</b>	<b>12</b>	<b>11</b>	<b>12</b>	<b>11</b>	<b>13</b>	<b>12</b>	

Occupancy(%) 13  
 76.9 76.9 61.5 61.5 38.5 46.2 61.5 69.2 84.6 84.6 92.3 84.6 92.3 84.6 100.0 92.3

≥ 5hrs 12  
 ≥ 8hrs 9  
 whole day 6

Total 24

Location: 7

Bush : West  
 between Villa and Dana  
 5-Hour Limited  
 Saturday, August 01, 2009  
 Date  
 Weather  
 Sunny  
 Surveyor Ha Dao, Nichole Seow & Dennis Belloumini

#	License Plate	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12 noon	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	TOTAL HRS / VEHICLE
1	8N07204	X	X	X	X	X												5
2	2N85500	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X		16
3	5P77206	X	X															2
4	68 802A	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X		16
5	5RTW230	X	X	X	X							X	X	X	X	X		9
6	6BBR709	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X		16
7	4WQH794	X	X	X	X													4
8	5NTB837				X	X	X	X	X	X	X	X	X	X	X	X		12
9	3VYA684								X	X								2
10	5MGE223									X	X							2
11	6CJC963									X	X	X	X					4
12	4JDX504									X								1
13	4NGF391											X	X	X				3
14	5ZPP034												X	X	X			3
15	6HZG146													X	X	X		2
<b>OCCUPANCY</b>		<b>7</b>	<b>7</b>	<b>6</b>	<b>6</b>	<b>5</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>7</b>	<b>8</b>	<b>6</b>	<b>7</b>	<b>6</b>	<b>7</b>	<b>7</b>	<b>6</b>	

Occupancy(%) 14  
 50 50 42.9 42.9 35.7 28.6 28.6 28.6 50 57.1 42.9 50 42.9 50 50 42.9

≥ 5hrs 6  
 ≥ 8hrs 5  
 whole day 5

Total 15

**Location: 8**

**Evelyn Avenue : South  
between Calderon and Vie**

## **Restriction:**

Date

**Weather** **Sunny**

### **Surveyor**

Survey of the Basque, Chinese & Domatic Dialects

#	License Plate	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12 noon	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	TOTAL HRS / VEHICLE
1	4AMR481	X	X	X	X													4
2	3P37286	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X		16
3	4LMT413	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X		16
4	6HDE462	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X		16
5	2XOK178	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X		16
6	4CLP355	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X		16
7	4NWS889	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X		16
8	6GUS688	X	X	X	X	X	X							X	X	X		11
9	780 APA	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X		16
10	3KOV938	X	X	X														3
11	3UVM087	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X		16
12	5PCE316	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X		16
13	6C97293			X	X	X	X	X	X									7
14	5EQE175					X	X	X	X	X	X	X	X	X	X	X		12
15	5SHF264						X	X	X	X	X	X	X	X				8
16	RCPRODS						X											1
17	5BAM280							X										1
18	4DYP775								X									1
19	4HHH277								X	X	X	X	X	X				7
20	5WPS311									X								1
21	3XYF678										X	X	X	X	X	X	X	8
22	4JPS893										X	X	X	X	X	X	X	8
23	5JTH408											X	X	X	X	X	X	7
24	5HDD654											X	X	X	X	X	X	7
25	5REG544												X	X	X	X	X	6
26	5ZZU094												X	X	X			3
27	5YOJ702													X	X	X	X	4
28	4GSW162													X	X			2
	OCCUPANCY	12	12	13	12	12	15	15	13	16	16	16	17	18	21	19	17	17

Occupancy(%) 29 41.4 41.4 44.8 41.4 41.4 51.7 51.7 44.8 55.2 55.2 58.6 62.1 72.4 65.5 58.6 58.6

$\geq 5\text{hrs}$	19
$\geq 8\text{hrs}$	14
whole day	11

Total 28

Location: 9

Dana Street : North  
 between Calderon and View  
**NO RESTRICTION, EXCEPT SEGMENT FROM VIEW TO BUSH 5-HR LIMITED**  
 Saturday, August 01, 2009  
 Sunny  
 Surveyor Ha Dao, Nichole Seow & Dennis Belloumini

#	License Plate	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12 noon	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	TOTAL HRS / VEHICLE
1	3EHE058	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	16
2	3TCW967	X	X	X							X	X	X	X				7
3	6BTX478	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	16
4	5KLX380	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	16
5	3WTU864	X	X	X	X													4
6	5KFX217	X	X	X	X	X	X	X					X	X	X	X	X	13
7	VSA 7	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	16
8	4APP852	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	16
9	6GHX553	X	X	X	X	X	X	X	X	X	X	X	X	X	X			13
10	5SCZ593	X	X	X	X	X	X	X	X	X	X	X						10
11	3T46343	X	X	X	X	X		X	X	X	X	X						10
12	4GEK388	X	X	X	X	X	X	X	X	X	X	X						10
13	8U19469			X	X	X	X	X										5
14	6D57287				X	X	X											3
15	4UUC826				X													1
16	5SNA032					X	X	X										3
17	5JHE758						X	X	X	X	X	X						5
18	6DEA439							X	X	X	X	X	X					5
19	5WDN724								X	X	X	X	X					5
20	6FAA219													X	X	X	X	4
21	7B61291													X	X	X	X	3
22	5USD634														X	X	X	2
23	3VSS233														X	X	X	2
24	5FPE897														X	X	X	2
25	3TOQ900														X			1
26	4GPU203														X	X		2
27	3TPG538														X	X		2
28	5WLU574														X	X		2
<b>OCCUPANCY</b>		12	12	13	14	13	13	15	12	12	13	11	8	9	8	15	14	

Occupancy(%) 30.8 30.8 33.3 35.9 33.3 33.3 38.5 30.8 30.8 33.3 28.2 20.5 23.1 20.5 38.5 35.9

≥ 5hrs 15  
 ≥ 8hrs 10  
 whole day 10

Total 28

Location: 10

Dana Street : South  
 between Calderon and View  
**NO RESTRICTION, EXCEPT SEGMENT FROM VIEW TO BUSH 5-HR LIMITED**  
 Saturday, August 01, 2009  
 Sunny  
 Surveyor Ha Dao, Nichole Seow & Dennis Belloumini

#	License Plate	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12 noon	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	TOTAL HRS / VEHICLE
1	4GNIC921	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	16
2	6G69498	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	16
3	4FCG993	X	X	X	X	X	X	X										7
4	SUPPR 17	X	X	X	X	X												10
5	2UDT768	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	16
6	3WAT045	X	X	X	X	X	X	X	X									8
7	5UCD956	X	X	X	X	X	X	X										7
8	3RUX401	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	16
9	4NLJ761	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	16
10	6FMS714	X	X	X	X													4
11	5KID581	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	16
12	6HCM169	X	X	X	X	X	X	X	X	X	X	X	X					11
13	6ABY680	X	X	X	X													4
14	6GUKE09	X	X	X	X				X	X	X	X	X	X	X	X	X	15
15	5GSF023	X	X	X	X	X	X	X	X	X		X	X	X	X	X	X	15
16	3FIW737	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	16
17	6AHF297	X	X	X					X	X				X				6
18	6FGB888	X	X	X	X	X	X							X	X	X		9
19	6DUK294	X	X	X	X													4
20	6D57287			X														1
21	4KMK909							X	X									2
22	5GWZ564							X	X									2
23	3VAR921										X	X	X	X	X	X	X	7
24	6GNM975											X	X	X	X	X	X	4
25	6CPX092																	2
26	4KEC353																	1
27	5ZEU545																	2
28	5SAW213																	2
29	5UCU690																	2
30	3JRN255																	2
31	5FNW375																	2
<b>OCCUPANCY</b>		1																

Location: 11

Calderon : East  
between Villa and Evelyn  
5-Hour Limited  
Saturday, August 01, 2009  
Sunny  
Surveyor Ha Dao, Nichole Seow & Dennis Belloumini

#	License Plate	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12 noon	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	TOTAL HRS / VEHICLE
1	U19 4NM	X	X															2
2	5WJV419	X	X	X	X	X		X	X	X	X	X	X			X		13
3	2DZV801	X	X	X	X	X	X				X	X	X	X	X	X	X	12
4	5WMA219	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	16
5	5YWW317	X	X	X	X	X	X	X	X	X	X							10
6	3WCC564	X	X	X														3
7	4VGT175	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	16
8	5ZRB189						X	X										2
9	5WYB289							X	X	X								3
10	6AOZ556								X	X	X	X	X					5
11	6FLB634								X									1
12	4VHZ624															X	X	2
13	4RQK045															X		1
<b>OCCUPANCY</b>		7	7	6	5	5	5	6	7	6	6	4	5	4	3	4	6	

Occupancy %	100	100	85.7	71.4	71.4	85.7	100.0	85.7	85.7	57.1	71.4	57.1	42.9	57.1	85.7	
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≥ 5hrs  
≥ 8hrs  
whole day

Total

6  
5  
5

13

Location: 12

Calderon : West  
between Villa and Evelyn  
5-Hour Limited  
Saturday, August 01, 2009  
Sunny  
Surveyor Ha Dao, Nichole Seow & Dennis Belloumini

#	License Plate	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12 noon	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	TOTAL HRS / VEHICLE
1	6GPD022			X														1
2	6GHH999			X														1
3	5WAT906					X												1
4	4BSA082							X										1
5	5AML819								X	X								2
6	5NFBZ171								X	X	X	X						4
7	LEX7646								X									1
<b>OCCUPANCY</b>		0	0	2	0	1	0	1	3	2	1	1	0	0	0	0	0	

Occupancy %	0	0	22.2	0.0	11.1	0.0	11.1	33.3	22.2	11.1	11.1	0	0	0	0	0	
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≥ 5hrs  
≥ 8hrs  
whole day

Total

0  
0  
0

7

**Appendix E**  
**– Apartment Complex Occupancy Data**

**Area Analysis**

Mountain View

2Q2009

Zipcode	Communities	% of Total	Avg. Occupancy	Yr /Yr Change	Avg. Rent	Yr /Yr Change
94040	33	55.9%	94.7%	-1.6%	\$1,507	-8.0%
94043	17	28.8%	96.8%	-0.9%	\$1,490	-15.4%
94041	9	15.3%	95.0%	-0.3%	\$1,811	-7.0%

7/14/2009

Data source: RealFacts (415)884.2480. Data is deemed reliable but accuracy cannot be guaranteed.